

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT HIS  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE  
THE  
DIRECTORY & CHRONICLE  
FOR 1910.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,374. 號四十七百三千六萬一第 日三十月九年二統宣 HONGKONG, SATURDAY, OCTOBER 15TH, 1910. 大拜禮 號五十月十年十一百九千一英港香 PRICE \$3 PER MONTH.

## INTIMATIONS NEW PIANOS ON HIRE

AT  
\$10 PER MONTH.

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

S. MOUTRIE &  
CO., LIMITED.

CHINA MUTUAL LIFE  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.  
ALEXANDER McLEOD, Esq., Chairman.  
O. STEPHENS, Esq.,  
LEE YUO SI, Esq.,  
J. H. MONTGOMERY, Esq.,  
C. R. BURKILL, Esq.,  
J. A. WATSON, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
B. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Assurance Companies' Acts, England.  
Insurance in Force ... \$37,855,885.00  
Assets ... 8,415,250.00  
Income for Year ... 3,566,559.00  
Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao  
District Manager.  
B. W. TAPE, Esq.,  
District Secretary.  
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.  
Advisory Board, Hongkong.  
SIR PAUL CHATER, Kt., C.M.G.  
I. F. HUGHES, Esq.  
C. J. LAURENTZ, Esq.

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 3 1/2 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908.

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS.  
7.00 a.m.  
7.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 1/2 hour.

SATURDAYS.  
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.30 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every 1/2 hour.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong, 1st April, 1909.

## PAUL DOMMIER CHAMPAGNE.

GOLD MARQUE VIN. 1900  
\$35.00 PER CASE QTS. \$37.00 PER CASE PTS.  
Duty Paid.

SOLE AGENTS:  
CALDBECK,  
MACGREGOR & CO.,  
ESTABLISHED 1864.

## MITSUBISHI DOCKYARD AND ENGINE WORKS.

At, A.B.C., Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrafo Condenser, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	No. 1	No. 2	No. 3
Length on Keel-Blocks	510 ft.	350 ft.	714 ft.
Breadth on Bottom	77 ft.	53 ft.	88 ft.
Depth of Water on Keel-Blocks	26 ft.	24 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OUBA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
" Breadth "	56 "	66 "
" Draft "	26 "	36 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,800 tons.  
The Floating Dredger, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

## P. & O. STEAM NAVIGATION CO.

S.S. "MARMORA."  
(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,  
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 15TH.  
LONDON - - - - - APRIL 22ND.

FARES TO LONDON—  
1st SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,  
SUPERINTENDENT

## LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF

FOOTBALL BOOTS  
FOOTBALLS. SHINGUARDS.

CRICKET BOOTS  
CRICKET BATS AND BALLS.

BATTING GLOVES.

W. K. GLOVES AND LEG GUARDS.

HOCKEY STICKS

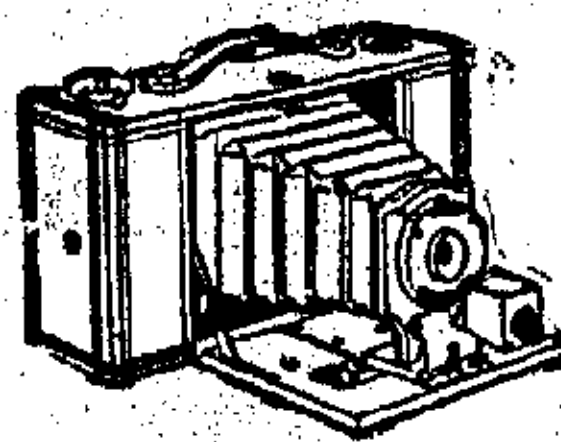
SPECIAL QUOTATIONS TO CLUBS.

LANE, CRAWFORD & CO.

## LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED:—



FOLDING POCKET CAMERAS, fitted with GOERZ,  
ZEISS and BOSS LENSES, PREMIO FILM and  
PLATE CAMERAS, KODAKS, FILMS and  
ACCESSORIES.  
AT MODERATE PRICES.  
DEVELOPING AND PRINTING A SPECIALITY.

[910]

## SPORTS! SPORTS!!

CRICKET

TENNIS

HOCKEY

FOOTBALL

GOLF

CROQUET, ETC., ETC.

SEE OUR GOODS

BEFORE

PURCHASING

ELSEWHERE.

PRICES MODERATE.

WRITE FOR CATALOGUE.

## JOHN ROBERTS & CO., LD.

SPORTS GOODS MANUFACTURERS, BOMBAY.

TELEGRAMS: "BILLIARDS," BOMBAY.

[1134-3]

"SHACKELL"  
SEAL" RED PRINTING INK  
IS ABSOLUTELY THE BRIGHTEST ON THE MARKET.  
SAMPLE GRATIS

SHACKELL EDWARDS  
& CO., LTD.  
PRINTING INK MAKERS  
ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.O  
Hongkong, 16th October, 1907.

[939]

## BREWER & CO., LTD.

PEDDER St., Adjoining Main Entrance HONGKONG HOTEL. TELEPHONE, No. 696.

The Picture of Dorian Gray, by Oscar  
Wilde ... .. \$10.50  
Useful Arts and Handicrafts, by C. G.  
Leland ... .. 5.35  
Marine Boiler Management, by  
Stromeyer ... .. 10.00  
Questions and Answers in Naval  
Engineering ... .. 4.50  
The Miner's Guide, by E. P. Mennell ... 3.50  
Chavasse's Advice to a Mother (New  
Edition) ... .. 2.25  
Chavasse's Advice to a Wife (New  
Edition) ... .. 2.25  
Dancing as it should be, by Edward  
Scott ... .. 80  
Lawn Tennis, by W. Baddeley ... .. 80  
Le Guide du Gourmet a Table ... .. 4.50  
The Danger Mark, by Robert W.  
Chambers ... .. 1.75  
The Mummy Moves, by Mary Gaunt ... 1.75

New Stock:  
LETTIS DIARIES, 1911.  
NAUTICAL ALMANACK, 1911.  
CATHOLIC PRAYER BOOKS.  
Tastefully Bound in White Leather.

PICTURES:  
AMERICAN PRINTS.  
A Fine Selection of Reprints from Old Masters.  
BIRTHDAY BOOKS AND  
AUTOGRAPH ALBUMS.

[a27]

TRY

## WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR  
PREMISES DAILY.

In 1/2 lb. and 1 lb. Tins.

[846]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Confort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
[a35] A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a853]

### ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and airy Rooms, Hot, Cold, and Shower  
Baths, Gas and Electric Light and Fans, Large  
and Comfortable Lounges, Private and Public  
Bars, and Billiard Rooms. CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION. Sanitary Arrangements of  
the latest. HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for Tiffin and  
Dinner. Special Rates for married families on  
application to  
J. H. OXBERRY,  
Manager.

JOSEPH REICHMANN,  
(late Manager of "The Hotel, (Tientsin),  
leading Caterers in London, (Tientsin),  
GRAND ORIENTAL HOTEL, Colombo)  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [a542]

### "BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone, No. 690.  
Apply to— Mrs. F. W. YATTS,  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a36]

### VICTORIA HOTEL

SHAMBERN—CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMBERN."  
SITUATED ON THE BRITISH CONCESSION

### MACAO HOTEL

MACAO  
Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTRE OF PRATA GRAZDA  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAISE PROVIDED.  
Every information and Special attention given  
to Tourists.

REASONABLE RATES.  
WM. FARMER  
Proprietor

[a1004]

### "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THIS Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous for  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (S.S. Sui An and Sui Tat) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
THE MANAGER  
[a215]



## INTIMATION

**A. S. WATSON & CO.**  
LIMITED,  
ESTABLISHED A.D. 1841

WINE &amp; SPIRIT MERCHANTS

## BRANDY:

	Per case	of 1 doz.
A—SUPERIOR PALE, Red Capsule	...	\$20
B—SUPERIOR OLD COGNAC, Red Capsule	...	23
WATSON'S * * * COGNAC, Gold Capsule	...	23
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	...	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	...	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	...	40
HENNESSY * * *	...	30
BOUTELLEAU'S CHAMPAGNE LIQUEUR	...	40

	Per Doz.
FINE PALE COGNAC (Marie Brizard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Brizard & Roger's)	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roger's)	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

**A. S. WATSON & CO.**  
LIMITED,  
ALEXANDRA BUILDINGS.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the Press should be sent to the Editor. Communications addressed to the Editor, not for publication but as evidence of fact, will be published.

All letters for publication should be written on one side of paper only. No anonymous communications will be accepted. Communications already published in other papers will be accepted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Odes: A.B.O. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 13.

## BIRTH.

On September 22nd, at High Oak Lodge, Ware, the wife of E.T.D. SATLE, of a daughter. [1173]

## MARRIAGES.

On September 14th, at Plymouth, Lieut. A. VERT, R.G.A., son of late Andrew Vert, of the Hongkong & Shanghai Bank, to Yolande Mary Dorothy KINLOCH.

On October 8th, at Shanghai, CHARLES FREDERICK LIVESY, second son of John Livesy, late of H. M. Service, Hongkong, to Lucy Young BECK, adopted daughter of Frederick George Beck, I. M. Customs, Chungking.

HONGKONG OFFICE: 10A, DES VUE ROAD C. LONDON OFFICE: 13, FLEET STREET, EC.

## The Daily Press.

HONGKONG, OCTOBER 15TH, 1910.

THE new relations that have been established between Japan and Korea by the annexation of the latter country are still exercising the minds of publicists in Japan, and it appears probable that when the Diet meets towards the end of the year the Ministry will be subject to a good deal of heckling on the question, even if an attempt is not made to impeach it. Some members of the Diet have already expressed the opinion that the annexation of Korea without the consent of the Diet is contrary to the Constitution, but the Japanese Constitution is a thing of such vagueness that it is difficult to say what is and what is not a breach of it. The maintenance of the former Korean Customs Tariff for a period of ten years is one of the arrangements in connection with the annexation to which objection is still being made, but, as before, the Government, although contending that the arrangement was made of its own free will, persists that the decision cannot be altered.

once it has been made known to the Powers. Recently a deputation waited on the Vice-Minister of Foreign Affairs, and, among other matters, again brought up this question. It was said by the Vice-Minister that the assurance given to the Powers formed a moral obligation, and the Government was therefore determined not to make any change in the Korean Customs Tariff for ten years. How far the moral obligation of the Japanese Government is also a political obligation remains to be seen. Probably when the British Parliament meets more will be heard of the matter, and in the meantime it is interesting to note that the view expressed in these columns, that the terms of the annexation were by arrangement with the Powers concerned, is also the view of the well-known publicist, Mr. LUCIEN WOLF, who, writing in the *Daily Graphic*, assumes that the so-called "rules" in connection with the annexation are the result of negotiations with Downing Street. Of course, the Japanese Government may be speaking the verbal truth when it says the proposal to maintain the Korean Customs Tariff for ten years was made voluntarily by itself, but it may also be true that the Japanese Government knew the Powers interested would not consent to the abrogation of their Treaties unless some such compensation was given. It is somewhat significant in this connection that there are rumours that the Japanese Government is considering ways and means for increasing the revenue of Korea, and that these ways and means will to some extent cancel the advantages offered by the present low tariff. One of the means adopted in Japan to increase the revenue—that of consumption taxes on textiles and other goods—may equally well be applied to Korea, while the Government is also able at any time to proclaim a monopoly of any industry, which would effectually shut out foreign goods. Politically it would seem that Korea is to bear the same relation to Japan as Formosa, where such means of raising revenue are freely employed. However that may be, for ten years Japan and the Foreign Powers are to compete in Korea on more or less equal terms. It will be interesting to watch the results. Already a large number of Japanese emigrants are pouring into the country, and with the gradual rise in the cost of living in Japan more and more are likely to find their way to the peninsula. With a low tariff assured for ten years, with a moderate rate of living and with large supplies of cheap, if inefficient, labour, it is not surprising that the energetic Japanese will be driven to develop in Korea those industries which, owing to various circumstances, are retarded in Japan. Although the exact position of the Japanese in Korea is yet very vague, it is natural to suppose that they will be in a better position than the subjects or citizens of any other nationality, and under these circumstances, and with the additional advantage of the proximity of the Chinese market, they are hardly likely to neglect such a promising field for exploitation. It may, therefore, be possible that during the next ten years Korea will show a development exceeding that of Japan proper during the same period. It will, of course, be to the advantage of Japan politically to encourage such a development. If Korea, weak and unstable, was a menace to the safety of Japan in case of an attack by foreign foes, then a Korea strong and prosperous should be a safeguard. Although the alleged overcrowding of Japan is greatly exaggerated, still she can afford to dispatch a large number of her workers to Korea, and it is by populating the country—which implies, of course, encouragement for such emigration—that Japan will render the peninsula secure. Incursions of island nations on neighbouring continents have not in the past been very successful. Of England's conquests on the Continent of Europe but fragments now remain, nor, under any conditions, can we imagine the renewal of such a period of conquest. Korea is, however, somewhat exceptionally situated geographically, and it is possible that Japan may succeed in making it not merely nominally but actually a portion of the Japanese Empire. The danger lies in attempting to extend the area of conquest and in the impoverishing of the mother-country which naturally follows. To drain the resources of Japan in the attempt to establish an Asiatic Empire would be to court ruin.

At the Magistracy yesterday Mr. E. R. Hallifax fined a Chinese boatman \$15 for making fast to the transport *Bohilla* while that vessel was under way.

Two Chinese women who were arrested with 340 taels of opium in their possession were ordered by Mr. Hallifax at the Magistracy yesterday to pay a fine of \$500 each.

It is stated in Chinese circles that the time for the payment of the indemnity instalment is drawing near and a panic is threatening.

A sensational rise in the dollar was noticed yesterday, when it jumped from 1s. 10½ to 1s. 10¾, an increase of a farthing.

A Home paper states that Lieut.-Colonel R. F. Hobbs, Royal Garrison Artillery, has been appointed to command the Royal Artillery, Straits Settlements.

A case is to be brought against a member of the Indoor Customs Service in Peking for the recovery of a large amount due upon rubber shares, bought for him by a Shanghai friend.

For making alterations to a building in Connaught Road without the permission of the Public Works Department, Mr. J. R. Wood at the Magistracy yesterday ordered a Chinese contractor to pay a fine of \$100.

The *N.C. Daily News* writes of "the eccentric methods of the Hongkong Post Office" as being presumably responsible for the failure of the Hongkong papers of October 1st and 3rd to reach Shanghai before the 10th.

Miss Ellen Beach Yaw, prima donna soprano, and her concert party, is on a tour through Japan and China and round the world. Mr. D. F. Robertson, advance agent, arrived at Yokohama on the 3rd instant, and the party is expected to arrive in Shanghai next month.

The Chinese residents in Siam have cabled to the Government asking the Throne to establish a Chinese Legation in that country, and have further requested that an agreement should be drawn up with the Siamese Government for the protection of Chinese residents trading in Siam.

A Canton dispatch appearing in Peking papers states that the German Asiatic Bank will shortly establish a branch at Canton. It says also that two London firms have already completed preparations for opening branches. The position of German traders at Canton, it is added, is said to be becoming gradually stronger.

The question of who is to be the general manager of Manila's new, modern, new million dollar hotel was settled on Saturday last, says a Manila contemporary, when the board of directors of the company appointed Mr. C. L. Reynolds, of Oyster Bay, to that important and responsible position. At the same time, the board decided to appoint Mr. F. W. Thompson, now steward of the Elks Club of Manila, assistant manager and steward of the new hotel.

At the annual meeting of the Shanghai branch of the St. Andrew's Society last Monday the following committee was elected: Dr. E. J. Marshall (President), Col. C. D. Bruce (Vice-President), Messrs. C. E. Anton, G. L. Campbell, J. Cochrane, J. Christie, A. M. Currie, G. G. Forsyth, H. C. Gulland, T. E. Longmuir, D. Macdonald, E. P. ... and Dr. ...

The death has occurred in London of Mrs. A. H. Blagden, wife of the Deputy Electrical Engineer to the Shanghai Municipal Council. Mrs. Blagden came out to be married less than two years ago. Some six months ago her health gave way, and, accompanied by her husband, she left for treatment in England in July last. Hopes were entertained for her recovery, and her husband started back for Shanghai via Siberia on the 24th September, but news has been received that his wife died two days later.

A Chinese appeared before Mr. E. R. Hallifax at the Magistracy yesterday, charged with the larceny of \$500 as a bailee. Defendant, who was a foki in the Wing Fung firm, was handed \$500 by his master and told to go and pay a bill owing to a firm in Bonham Strand. As he did not return and as it was subsequently discovered that he had failed to pay the bill, the matter was reported to the police and accused was arrested. His Worship sentenced the defendant to six months' imprisonment with hard labour and six hours' stocks.

Telegraphic information has been received announcing the return of Sir Robert and Lady Bredon to China. They will leave Moscow on the 10th October for Peking, accompanied by Miss Bredon. Sir Robert has leased the Old German Bank building in Peking, and intends to occupy it as a residence. During his absence, Sir Robert retained his band, which is still known as the "I. G. Band," on half-pay, and it is stated that he intends to continue their services and entertain lavishly. Though Sir Robert is now no longer connected with the Imperial Maritime Customs, it is quite probable that he will obtain some high position under the Chinese Government in the near future. — *Chief Daily News*.

A child named Edith Tiffenberg living off North Szechuen Road Extension, Shanghai, has died with all the symptoms of hydrophobia. It appears that the little girl was bitten on the 8th September, but it was not until several days later, when the knee swelled up, that the attack told of her being bitten. The child was then treated by Dr. Schulz, the *Shanghai Times* says, while the mother reported the matter to the police, and a dog, recognised by the ayah, was put under observation, but found to be all right. Meantime the child got worse, and last week developed signs of hydrophobia, finally dying on Friday. In trying to force the child's mouth open, she hit her mother's finger, but the wound was cauterized very shortly by Dr. Moore of the Health Department, and no ill-effects are expected to arise from this wound. The Health Officials think they must have had the wrong dog under observation, as they say a mad dog never lives more than four or five days.

A marriage has been arranged between Harry, eldest son of Henry Morias, of Shanghai and Stonebridge, Blackboys, Sussex, and Vera, elder daughter of Mrs. Alfred Trow, 30, Gloucester-terrace, Hyde Park, and Sanford, Sussex, and of the late Louis Samuel, M.I.C.E., eldest son of the late Sir Saul Samuel, Bart., K.C.M.G., C.B., Agent-General for South Wales, Australia.

Mrs. G. E. Anderson, wife of the American Consul-General in Hongkong, met with a nasty accident a few days ago at Kowloon. She had been calling on Mrs. Lyon, wife of Captain Lyon, and her rickshamen coming down the steep pathway appear to have lost control of the vehicle. With a view perhaps to avoiding a worse disaster the puller ran it on to a high bank, and Mrs. Anderson was violently thrown out, being stunned by the fall and much bruised. Assistance was soon obtained, and Mrs. Anderson was taken back to Mrs. Lyon's residence. Later she was conveyed by special launch and chair to the Peak Hotel, where the Consul-General and Mrs. Anderson are residing. Though at present confined to her bed, we are glad to learn that the injuries Mrs. Anderson sustained are not of a serious nature and that she hopes to be about again in a few days.

The *Nagasaki Press* of the 6th inst. records with regret the death of M. James Markham Dow, formerly a resident of that port. Deceased came out to the East as a member of the Shanghai staff of the Hongkong and Shanghai Banking Corporation, and afterwards joined the firm of Messrs. Ginsburg & Company at Nagasaki. His first period of residence in the port was from 1896 to 1899, and he also lived there from 1899 until the outbreak of the Russo-Japanese War. He was a very popular member of the community and for two years was honorary secretary of the Nagasaki Club. Mr. Dow was seriously ill for some months, the result of pulmonary trouble contracted in St. Petersburg, which developed into tuberculosis. Death took place at Bournemouth on the 3rd inst. He leaves a widow and two young children; for whom and his sister, Mrs. R. F. Inman, much sympathy will be felt in their bereavement.

In golfing circles, says the *Shanghai Mercury*, it has for some little time been known that a private course was being acquired in Shanghai, and it is understood that play was commenced thereupon yesterday. The new course is situated at the junction of Robinson and Hangjiao Roads, on ground which it may be remembered formerly belonged to the Dallas Horse Repository and was sold by auction two or three months ago. Some two hundred mow of land were comprised in the lot, which was purchased for 12,000, and since then work has been proceeding for the laying of it out as a private course. There are nine holes, and when time and use have made the turf of the requisite quality it should be a very pleasant course. Far from the Settlement to make it accessible to the majority of golfers, it none the less has many advantages as a private course, this making the third of which Shanghai can boast, and those belonging to the existing golf clubs will welcome its advent as likely to assist in minimising the present congestion on the public links.

## FIRE BRIGADE COMPETITION.

His Excellency the Officer Administering the Government and Lady May were present at the annual competition of the Hongkong Fire Brigade which was held on the compound of the Central Police Station yesterday afternoon. The firemen gave an interesting exhibition of despatch box, hose and reel, and ladder drill, and as the competition was for the shield and cups and medals, needless to say the men did their best. The various events were those that would be necessary in the case of a fire, and the firemen carried them out with a celerity which reflects credit on the brigade. The European team competition was won by Fireman Grant's team for the fourth year in succession. The names of the men comprising this team will therefore be engraved on the shield. Fireman Grant, as foreman, becomes possessor of the cup presented, while each of his men won a medal. The individual despatch box competition was won by Fireman Cooper, who has proved the smartest man at this work for the last three years. He deserved the cup he won yesterday. The Chinese team competition was won by Fireman Ying Yau Tin's men, and each of them was presented with a trophy.

His Excellency presented the prizes, and then congratulated Station Superintendent Macdonald and the men on their smart work. If he happened to be in a house on fire, he said, and knew the Hongkong Brigade were in attendance, he should feel assured that he would get out of it.

## HARMSTON'S CIRCUS RETURNING TO HONGKONG.

A full announcement appears in our advertising columns of the many attractions of Harmston's Grand Circus and Royal Menagerie of performing wild animals. The customary site at Causeway Bay has been taken for the Circus and the opening night is Monday next, the 17th inst., at 9 p.m. Many new features have been introduced since the Circus last visited Hongkong, and the lengthy list given in the advertisement should prove a powerful attraction and ensure full tents for every performance, for Harmston's reputation is a guarantee of an excellent programme.

The C.E.R. Co.'s steamer *Empress of Japan* arrived at Nagasaki at 5.30 p.m. on the 13th instant, and left again at 3 a.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 15th inst.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## THE FRENCH RAILWAY STRIKE.

LEADERS ARRESTED.

LONDON, October 13th.

It is reported from Paris that five of the strike leaders have been quietly arrested despite their asseverations that they would never surrender.

The men on the Bordeaux railways have now struck.

Every part of the country is now involved in the general strike, but the situation is somewhat improved by the Government working the lines.

Communication between London and Paris has been re-opened.

The electricians struck work this evening, and the boulevards are plunged in darkness.

LATER.

From Paris it is reported that the situation as regards the railways is improved. M. Briand, the Premier, has received communications from the Strike Committee and the directors of the railway companies, both being desirous of entering into negotiations with him as intermediary.

## PORTUGUESE AMBASSADOR RESIGNS.

LONDON, October 15th.

The Portuguese Ambassador at St. James, the Marquis de Soveral, G.C.M.G., has announced his resignation.

## FORTHCOMING MARRIAGE.

The following announcement of the impending marriage of a well known Hongkong resident has appeared in the *Times*:—  
A marriage has been arranged, and will take place very quietly early in November, between Mr. Anthony Babington, youngest son of Lieutenant-Colonel Babington, late 7th Hussars, of Brooklands, Salisbury Green, Hants, and Mrs. Millicent Adela Cobbold, of Oxford House, Cirencester, youngest daughter of Mr. Joseph Fell Christy, of Upton, Alresford, Hants.

## ARRIVAL OF TRANSPORT.

The British transport *Bohilla* arrived here yesterday morning with 655 troops on board. Other passengers were Major L. E. B. Dykes, R.G.A., 37 officers, 14 ladies, five children and one nurse. Of this number nine officers, four ladies, 106 men, 10 women and 13 children embarked yesterday for Tientsin per s.s. *Uchenshing*, which has been specially fitted for the purpose.

The *Bohilla* is fitted with the Marconi wireless installation.

The voyage was uneventful.

## DUCKS FROM CHINA.

Chinese port has given place to Chinese duck, remarks a London paper of the 23rd ult.

The duck "cropped" up in a case at the West London Police Court, in which John Rider, of 21, Kelvedon-road, Fulham, and Thomas Ground, of 64, Fulham-road, were summoned for selling four ducks which were unfit for human food.

Found on a stall kept by the defendants in North End-road, Fulham, the ducks were later condemned by a magistrate.

A sanitary inspector said that the ducks were evidently frozen and were being sold at 1s. each, a label attached to them bearing the words, "Fine young ducks."

Mr. Pierson (defending)—These ducks come from a good distance?—Yes.

Mr. Fordham (the magistrate)—Russia, I suppose?

Mr. Pierson—China, I believe. He added that the defendants did not believe that the ducks were bad. They bought them at 8s. a dozen from the wholesale dealer, and had received no complaint from customers about them.

Mr. Fordham—If these ducks had been stuffed with sage and onions they would have gone off all right—the inspector would have smelt only the stuffing. (Laughter.)

A fine of 10s. with 2s. costs was imposed, and the magistrate then asked Mr. Pierson if Chinese ducks had any particular flavour.

Mr. Pierson—I don't know, sir. The wholesale dealer is here and he could inform you.

Mr. Fordham—No, thank you. I will have my thirst for knowledge about Chinese ducks go unsatisfied. (Laughter.)

## LATEST STEAMER MOVEMENTS.

The C.E.R. Co.'s steamer *Empress of Japan* arrived at Nagasaki at 5.30 p.m. on the 13th instant, and left again at 3 a.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 15th inst.

## SUPREME COURT.

Friday, October 14th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZLEND (ACTING PRINCE JUDGE).

PRESUMPTION OF WORK.

Robert Dollar & Co. brought action against the Hongkong Merchants Agency for \$523-54. Mr. Harris, of Messrs Wilkinson & Grist, appeared for the plaintiffs, and Mr. Gardiner, represented the defendants.

Mr. Harris asked his Lordship to fix a day. He had heard that his client would be in Hongkong at an early day, and he proposed to take his evidence at that time.

His Lordship—I can't give you a day before January.

Mr. Harris—As your Lordship pleases.

Mr. Gardiner—I don't think the case will take more than half a day.

His Lordship—I find, owing to the pressure of work, I must make Thursday a sort of assumptionary day.

The hearing was fixed for January 13th.

## LOCAL SPORT.

FIXTURES AT A GLANCE.

## FOOTBALL.

League Matches.

Hongkong v. Bufts.

Club Ground.

R.E. v. Kowloon.

Military Ground.

## CRICKET.

H.K.C.C.—1st XI v. Next 18.

Club Ground, 1.30.

Crainigower v. Army Staff.

C.C.C. Ground, 2 p.m.

## GYMKHANA.

Hongkong Gymkhana Meeting.

3.30 p.m.

## HONGKONG FOOTBALL ASSOCIATION.

The annual meeting of the Hongkong Football Association was held yesterday in the Y.M.C.A. Rooms under the chairmanship of Mr. F. Browne. The statement of accounts showed a credit balance of \$33.20, which Mr. A. P. Storrie pointed out in his report was "very satisfactory considering that the Association had practically been worked for two seasons on one year's subscriptions. Mr. Storrie further bore testimony to the excellent feeling which pervaded among players and among the public, and in conclusion asked support for the charity match to be played on December 3rd in aid of the dependants of those who met their death on the occasion of the disaster to the *Bedford*. The Chairman remarked that the fact that the Association had had no little to do showed how well football had been managed on the field. He drew attention to the registration of referees, six men having qualified. Mr. E. Hancock was unanimously elected president and Mr. Storrie was re-elected secretary and treasurer.

## MARRIAGE AT UNION CHURCH.

Yesterday at Union Church, Hongkong, in the presence of many friends, Mr. J. M. McHutchon (of Messrs. Butterfield & Swire) was married to Miss Amy Smith, who arrived in the Colony from England a few days ago. The bride was charmingly attired in an Empire satin gown trimmed with Persian embroidery and silk embroidered lace. A wreath of orange blossoms, a veil, a shower bouquet, and a pearl pendant, the gift of the bridegroom, completed the picture. Miss Helen Mackenzie was the only bridesmaid, and she looked very dainty in a cream silk dress trimmed with valencienne lace and pale blue ribbons, with a wreath of forget-me-nots in her hair, a shower bouquet in her hand, and wearing a pearl and turquoise brooch, the gift of the bridegroom. Mr. A. Mackenzie gave away the bride, and Mr. H. R. Makin supported the bridegroom as "best man." The wedding service, which was conducted by the Rev. C. H. Hickling, was choral, Mr. E. J. Chapman presiding at the organ and playing the Wedding March as the bridal party left the Church.

The reception was held at "Kingsclere," and the happy couple left amid showers of rice to proceed to Macao by the afternoon steamer on a brief honeymoon trip.

## THE INQUISITIVE LADY PASSENGER.

The following incident is reported in a northern contemporary:—  
A steamer was stopped when going up the Yangtze river owing to fog. A lady passenger enquired of the captain the cause of the delay. "Can't see up the river," replied the captain. "But I can see the stars overhead," continued the lady.  
"Yes; but until the boilers bust, we ain't a-going that way."

## HOSPITAL SUNDAY.

Offerories will be taken in St. John's Cathedral, Union Church and the various places of worship in the Colony tomorrow in aid of the Alice Memorial and Affiliated Hospitals. It is hoped there will be a generous response in aid of these charitable institutions.



## TROUBLE AT KOWLOON DOCKS.

## WORKS MANAGER CHARGED WITH ASSAULT.

Before Mr. J. H. Wood at the Magistrate's yesterday a Chinese fitter proceeded against Mr. J. W. Graham, works manager of the Hongkong and Whampoa Dock Co., on a charge of assault, and the defendant proceeded against the fitter on a cross-suit.

Mr. P. Sydenham in Dixon (of Mr. R. A. Harding's office) appeared for the complainant, and defendant was represented by Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon).

Mr. Dixon informed the Court that the assault took place last Sunday morning. At 7.15 a.m. the complainant, wanting to go on board the Dock Co's launch which was leaving the wharf, shouted to the coxswain to wait. Then Mr. Graham came up, and thinking he was interfering, struck him three times across the face, after which he kicked him. The complainant ran away, but subsequently complained of the assault and left the Dock Company.

His Worship to Mr. Shenton—Do you deny this?

Mr. Shenton said the facts were that Mr. Graham went down to the workmen's launch, which usually left about 7.10 a.m., and found that it had not left at 7.20. He gave instructions for its immediate despatch, and just then a coolie began to shout, and Mr. Graham asked for an explanation. Complainant explained that he wanted to put his tools on board, and Mr. Graham tapped him on the shoulder and said, "Fit it, fit it." The complainant turned round and struck Mr. Graham on the stomach. Then he picked up a large piece of wood, and was going to strike the defendant from the rear when he was fortunately stopped. Mr. Shenton asked that the Court should be cleared during the hearing.

His Worship—Why?

Mr. Shenton—Most of the men at the back of the court are fitters.

His Worship—I don't know under what section you make your application.

Mr. Shenton—I don't know whether all my friend's witnesses are out of Court.

Mr. Dixon—They are all out.

Complainant was then called and testified to going on duty on the morning of the 9th instant at seven o'clock. The No. 1 told him to go on board the *Kwong Sai*, which was lying on the Hongkong wharf. Witness proceeded from the works to the wharf. He did not know Mr. Graham was there, but when he appeared on the scene he struck him several times and kicked him. Complainant did not know why, and he did not strike defendant back, neither did he attempt to hit him with a pole. Witness complained to Mr. Graham next day, was discharged, and had been out of employment ever since.

Cross-examined by Mr. Shenton.

Have you heard of any Police Court proceedings being taken against any of the coxswains in the dockyard?—No.

When Mr. Graham appeared did he tap you on the shoulder?—No.

Did he speak to you, or did anybody interpret anything to you?—No.

Did you rush at Mr. Graham with a pole held in both hands?—I was afraid of him striking me; how could I?

Didn't a Chinese detective take the pole out of your hands?—No.

Didn't Mr. Graham simply push you out of the way with his foot?—No, he used extreme force.

You did not swing round with your left arm and strike him on the stomach?—No.

And you did not aim two blows at his face?—No, I dare not strike him. He is one of the managers.

Two other witnesses spoke to seeing defendant strike the complainant three times and kick him once, but they did not see complainant strike back.

This closed the case for the complainant, and the cross-examination was heard.

Mr. J. W. Graham told the Court that against proceedings had recently been taken against certain coxswains in the docks. On the morning of the 9th instant when he went to the wharf he found that the harbour launch had not left for the harbour. It was then 7.20 a.m., and the launch should have been away at 7.10. Witness told the man who was in charge of the launches to get it away immediately. He was ordering the coxswain to get away when the complainant started shouting at him. Witness went behind the fitter, touched him on the shoulder, and asked him what was the matter. Complainant pointed to some small gear lying on the ground, and said something which witness did not understand. Mr. Graham asked the launch man what he was saying, and the latter explained that he wanted to put some gear on the launch. Defendant told complainant to put it on "fit," but the latter did not attempt to do so. Witness tapped him again and asked him if he "served," "fit, fit." Just then the complainant swung round with his left hand and deliberately struck witness on the stomach. Defendant tapped complainant on the jaw with his finger tips, and was just turning round to tell the launch to get away when the complainant sprang at him and attempted to strike him on the face. Witness warned the blow, and complainant then struck at him with his left hand. Defendant again guarded, swung the complainant round, and pushed him with his foot. The fitter made off, returned with a big pole, and was approaching witness when a Chinese detective went up behind him, took the pole, and sent him away.

Cross-examined by Mr. Dixon.

The first blow was struck by you when you struck complainant twice on the cheek?—After he turned round and pushed me I gave him a little tap with my right hand.

You will swear it was only a tap?—Yes. One does not usually tap coolies, you know?

I make that a point.

Complainant says you kicked him away?—No, I gave him a little push.

Just a tap?—If I'd struck him hard with the boots I had on I would have kicked him over.

Why didn't you prosecute this man?—I thought it was sufficient to sack him.

After hearing further evidence his Worship discharged Mr. Graham and fined the fitter \$10.

MURDER CHARGE AGAINST AN AMERICAN BLUEJACKET.

ACCUSED COMMITTED FOR TRIAL.

John William Hays, on remand, appeared before Mr. E. R. Hallifax at the Magistrate's yesterday to answer a charge of wilful murder, and two charges of assault, causing grievous bodily harm.

Mr. H. L. Dennis, junr., from the office of the Crown Solicitor, prosecuted, and Mr. Leo d'Almeida e Castro appeared for the accused. Mr. Anderson, the American Consul-General, had a seat on the bench with his Worship.

Constable R. Watt stated that on September 25th about 8 p.m. he was on the road way opposite the Police Recreation Club, when he heard a police whistle blowing. He went to Bowington Road, where he saw a crowd of people and flames in house No. 29. Accompanied by Sergeant Ogg he entered this house and they threw the material that was burning over the verandah into the roadway. When the fire was extinguished witness walked into Sharp Street, and had not been there long when a red flagstone dropped a few yards from him. He looked up and saw the defendant standing on the first floor verandah of house No. 2. A bucket was also thrown to the ground, and Sergeant Ogg called to witness to go and stand near the doorway. Shortly afterwards defendant came downstairs, and witness assisted Sergeant Ogg to arrest him.

In cross-examination witness stated that Sergeant Grant was at Bowington Road before he arrived. The sergeant held a gun in his hands. When witness entered Sharp Street there was a big crowd of people there. He did not hear the man on the verandah shouting. He saw him throw a bucket down, and then he saw him walking up and down.

Did the man appear to you to be sane?—He was acting in a peculiar manner.

I put it to you that he was acting in a very furious manner?—Yes.

In fact, he appeared to you to be mad?—Yes. Did you hear Sergeant Grant say, "This man is mad"?—No.

When defendant was arrested did he smell of drink?—I didn't smell any.

Re-examined by Mr. Dennis.

When you say the man acted in a mad manner do you mean a foolish manner?—Yes. He acted recklessly, and threw things about.

The wife of the complainant testified to visiting the hospital and identifying the body of her child.

In cross-examination she stated that while bathing her child on the afternoon of the 25th ult. she heard a great noise outside. Shortly after her husband left the bathroom she heard him shouting "dangerous," but as she was frightened she did not come out for a while. When she opened the door she saw defendant standing on the verandah. At the door she asked her amah where her child was, and the amah said her (witness's) husband had taken it away.

Inspector J. Kew deposed to going to 29, Bowington Road, on the evening of the 25th ult. in consequence of a fire alarm. On returning to the station he met the Japanese complainant carrying his child, and took them with him. There he instructed P. C. Capham to take the complainant and his child to hospital. On September 26th he charged defendant with wilful murder, and with inflicting grievous bodily harm. Defendant, after being cautioned, said he did not wish to make a statement on either charge.

In cross-examination witness said he saw the defendant about ten minutes after he was arrested. When he saw him in the station he was of opinion that the defendant was not drunk. Accused appeared to be quite sane.

Mr. Dennis stated that he offered no evidence with regard to the third charge, the assault upon the amah.

Defendant reserved his defence, and was committed for trial at the Criminal Sessions.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 11.55 a.m.—The barometer has risen considerably over the Northern Loochoos, and fallen moderately to slightly over Japan and the Bonins.

The depression which is still situated to the Eastward of the Loochoos, continues to move slowly towards N.E.

The high pressure area lying over the continent to the North of the Yangtze valley is weaker, and the barometer is falling along the China coast.

Free to strong monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (N.E. wind; fresh to moderate; fine). Same as No. 1.

Formosa Channel. Same as No. 1.

South coast of China between. Same as No. 1.

Hongkong and Loochoos. Same as No. 1.

South coast of China between. Same as No. 1.

Hongkong and Hainan. Same as No. 1.

## CHINA'S SENATE.

## THE IMPERIAL EDICT AND THE REGENT'S INAUGURAL ADDRESS.

The Peking Daily News prints the full text of the edict issued on the occasion of the opening of the Tsungchong Yuan, or National Assembly, and also the full text of the speech delivered by H. I. H. the Prince Regent on the occasion.

We append these translations:—

IMPERIAL EDICT.

October 3rd.

A decree was issued some time ago appointing the 20th day of the 8th moon of this year (23rd Sept.) as the date for the first meeting of the Tsungchong Yuan. The members have complied with the sanctioned regulations, by satisfactorily preparing for the opening of the Assembly. Now, according to the memorial, it is stated that the Tsungchong Yuan has been inaugurated and strict order has been maintained. We express our deep gratification and admiration. It must be remembered with respect to our late Imperial Father that he adopted His Successor to the Throne, Emperor T'oh Tsung, having seriously considered the difficult condition of the Empire and intending to improve the fundamental system of the Government, obeyed the instructions of His late Majesty the Empress Dowager by descending to accede to the sentiment of the general public and courageously promulgating the glorious tidings of making preparation for a constitutional government which makes its appearance for the first time in the history of the Empire, and is to be invariably followed by the future generations. All our officials and subjects alike should feel deeply grateful for this being entrusted with the responsible section of government. We have, upon our accession to the Throne, endeavoured to carry out the wishes of Their late Majesties, in establishing a constitutional régime and have repeatedly ordered the officials in and out of the Metropolis to execute the items of the programme in their consecutive order.

The Tsungchong Yuan, which lays the foundation-stone of the House of Commons and the Parliament, and moreover is the most important factor in organizing a constitution, has assumed a proper form after several years' preparation. People at home and abroad are keenly interested in this organization. Now at the first opening of the Tsungchong Yuan we specially order the Grand Councilors and High Officers of the Government to be present to arrange all matters and to hand them over to you members for your discussion in accordance with the established regulations. You should remove all prejudices and exert your utmost for the sake of humanity as that on the one hand you may be loyal to the Government and render valuable assistance, and on the other hand satisfactorily perform your function as representative of the public thus carrying into effect the as yet unrealized intentions of Their late Majesties and setting a good example to the generations to come. We, as well as our millions of subjects, have indeed much to hope from you. Let this be specially promulgated for information.

MESSAGES FROM THE THRONE.

His Imperial Highness the Prince Regent, addressing the members of the Tsungchong Yuan, said: Since we assumed the Regency, by order of His late Imperial Majesty the Empress Dowager, we find that the situation of the Empire is fraught with difficulties. Day and night we feel uneasy. Princes and high officials are united in one heart to carry out the Imperial instructions by preparing for a constitution in accordance with the order of the items for preparation. Now that the Tsungchong Yuan is established and is holding the ceremony of the first meeting of the Yuan, we are exceedingly happy to be able to personally attend the inaugural meeting. There are days of universal enlightenment and progress of civilization. The most important part of government lies in good administration and proper legislation. There is something more important, and that is the maintenance of harmony among the upper and lower classes. The Tsungchong Yuan is a place for expressing the public opinion. All you members are trusted by the Government. We rely upon you to exert yourselves to the utmost to render assistance in national affairs, to achieve merit in establishing a constitution and so set an example to the future Parliament. Not only is this an organization unprecedented in the history of China, but it is also forever unlimited welfare of the Government. Members should encourage each other in this direction.

THE PRESS.

The newspapers in Peking were all printed in red to commemorate the opening of the Tsungchong Yuan. The sentiments expressed therein are unanimously optimistic and hopeful. Good wishes and congratulations were expressed for the future constitution of China.

The total membership of the Tsungchong Yuan is 222: 93 appointed by the Throne; 96 elected by the Provincial Assemblies; 66 deputies appointed by the Grand Council and the different Bofas.

VALUE OF "WIRELESS."

Wireless telegraphy is now so generally used in merchant ships, says a London contemporary, that its achievements are in some danger of losing their glamour for the public. Still, interesting evidence of the extreme usefulness of the system of signalling associated with the name of Mr. Marconi continues to be given from day to day. The lives of many passengers on an American transatlantic ferry were saved recently, we are told, through the circulation of a "wireless" appeal for help. Another noteworthy instance of the successful use of the system was not quite so simple. When the cargo steamer *Wist Pot* was abandoned in mid-Atlantic her crew took to two boats, in one of which were the captain and fifteen men, and in the other the mate and fifteen men.

After spending about three days together the boats lost sight of each other, and one was eventually picked up by the Leyland liner *Devonian*. A dense fog prevented the rescuing vessel from finding the other. She warned the *Wist Pot* by "wireless," however, that an open boat with part of a ship's crew was somewhere ahead on her course, and the great Canadian steamer found the distressed mariners. These communications between ships in distress are of an extraordinary evidence of the high value of the apparatus. An Atlantic liner fitted with it need never be "out of touch" all the way across. It may even in fog get its bearings from lightships. The case of the Canadian steamer *Senator* is in point. She was in a dense fog, and her master reckoned that her position was close to Cape Flattery. There was no signal, however, from the foghorn on Tatoush Island, and the silence perplexed him. But he got into touch by "wireless" with the naval station at Tatoush, and asked to be assisted by means of fog-signals. The signals were given, and the *Senator* was safely navigated into Paget Sound "without lessening her speed."

## AUSTRALIAN PASSENGER TRAFFIC.

## TWELVE NEW LINERS.

The growth of the passenger traffic between this country and Australia is evidenced by the number of fine, well-equipped liners of big tonnage which have been ordered by some of the leading British steamship companies. The Peninsular and Oriental Steam Navigation Company, for example, have contracted for two vessels, each of 12,500 tons, to be employed in their mail service by the Suez Canal route. These two ships, to be named respectively *Madaga* and *Medina*, will be the largest which have ever sailed under the company's flag. Both vessels are now under construction, and it is expected that the first will be ready for launching at the beginning of next year. In addition to these liners the P. and O. Company have invited tenders for two steamers for their Australian service by way of the Cape of Good Hope.

Yet another mail carrying company which is increasing its fleet of Australian steamers is the Orient Line. During the last two years five ships, each of 12,000 tons, have been built for them, and a sixth steamer of 13,000 tons is now being constructed on the Clyde. To be known as the *Orana*, her owners expect that she will be ready for their mail service about the middle of next year.

These companies which ply to the Antipodes round the Cape of Good Hope are also augmenting their fleets by some fine ships of large tonnage. Early next year the two 12,000-ton liners *Thermistocles* and *Demosthenes* will be launched at Belfast for Messrs. George Thompson & Company, of the Aberdeen White Star Line. A unique point in regard to these vessels is that each will be fitted with a single-berth cabin for third-class passengers. This is quite an innovation in the steamship passenger trade. These liners, which will both be fitted with wireless telegraph apparatus and submarine signals, are expected to make the passage from London to Melbourne in about 10 days. Also bearing classical names these steamers which Messrs. Alfred Holt & Company, of the Ocean Steamship Company, are shortly to employ in their recently-organised passenger service with Australia, will make their voyages by way of the Cape of Good Hope. The *Zeus*, the first of the three ships, has recently been launched at Belfast. She is a steamer of 10,000 tons and will have accommodation for about 300 first-class passengers. No other class will be carried. The *Aeneas* is scheduled to leave Glasgow on November 18. She will call at Fishguard on the following day and is due at Adelaide on December 28. The two sister ships will be named *Aeneas*, which is due to begin her maiden voyage on December 30, and *Antenor*, which will be ready for service a couple of months later.

For the New Zealand trade some new liners have also recently been launched. The New Zealand Shipping Company, to whom belongs the credit for adopting the steam turbine in a round-the-world service, have recently had launched for them the liner *Rotomua* of 11,500 tons. She will be engaged in their regular passenger service between London and New Zealand ports, and is fitted to make her first sailing from the Thames on October 27. An addition to the fleet of the Shaw, Savill, & Albion Company in the 8,000-ton cargo and passenger steamer *Pakeha*.

Altogether these twelve new steamers will have an aggregate tonnage of about 130,000 tons. A point of interest is that three of the ships will be propelled by what is known as combination engines. In other words, they will each have two sets of reciprocating engines driving wing propellers, with a central low-pressure steam turbine driving a midships screw. The vessels that will employ this type of machinery are the *Orana*, *Demosthenes*, and *Rotomua*.

SOME VENTILATION PROBLEMS ON MERCHANT SHIPS.

An interesting paper on the subject of the ventilation of merchant ships was read at one of the meetings in Brighton, last month, of the Royal Sanitary Institute. As voyagers are well aware, pure air is not over-plentiful in the cabins and saloons of an ordinary channel or ocean-going steamer. Things are, of course, much better than they were. There is greater roominess, more light, and better ventilation. But in order fully to appreciate the advance of the marine ventilating engineer, it is necessary to live for a little on a vessel of the type of the New York liner. Here the conditions which are to be found in hotel ashore are reproduced, notwithstanding difficulties of the most discouraging kind.

The author of the paper read at Brighton—Fleet-Surgeon Home—illustrated these difficulties very graphically. He pointed out that, "under protest," sanitary engineers are asked to accept 300 cubic feet as the limit of space per adult in a common lodging-house. Until the passing of the Merchant Shipping Act of 1907, the prescribed minimum space for a merchant seaman was 72 cubic feet. Since 1906 it has been 120 cubic feet. The emigrant has 105 cubic feet on a deck 7 ft high, or 170 cubic feet "on a lower deck less well lighted and ventilated than usual." "The spaces in which the ventilating engineer works ashore are much less circumscribed than these, yet the ventilating engineer who practices his or it abroad achieves, at any rate, as high a degree of success.

Fleet-Surgeon Home indicated the degree of the marine ventilating engineer's success by a reference to the thermometer of the *Marconia*. This, he said, is a ship of 10,000 tons, and is the greatest of the ship while the offices generally are exhausted by fumes leading to the funnel exhausts. They collect the purest air, warm it, and pass it through a fan at a temperature regulated automatically within 2 deg. From the fans it passes to the area of distribution at the rate of 33.3 cubic feet per second for each tank, or 800 cubic feet per hour for every person on board. On some Channel steamers which Fleet-Surgeon Home did not mention the achievement is quite notable. The thermometers of the Great Eastern Railway Company's turbine steamers, and those of the new turbine steamers of the London and South-Western Railway Company, completely change the air ten times an hour.

RAILWAY LOANS.

A Chinese telegram says that the Yuchuanpu proposed to obtain foreign loans to build a railway from Canton to Tibet, but that this suggestion was firmly opposed by Duke Tai Tsao of the Ministry of Finance, who is of opinion that such an important line would have to be connected with private railways such as the Szechuan-Hankow, the Peking-Loyang, etc., and should foreign loans be used the result will not only be loss of control of the Tibet railway, but the north-western lines will also be involved. It is determined, therefore, to undertake the enterprise with what funds may be raised in Szechuan, and that the Yuchuanpu and the Ministry of Finance and War shall endeavour to supply any deficiency.

## THE AMERICAN COMMERCIAL COMMISSIONERS.

## THE FUTURE OF HANKOW.

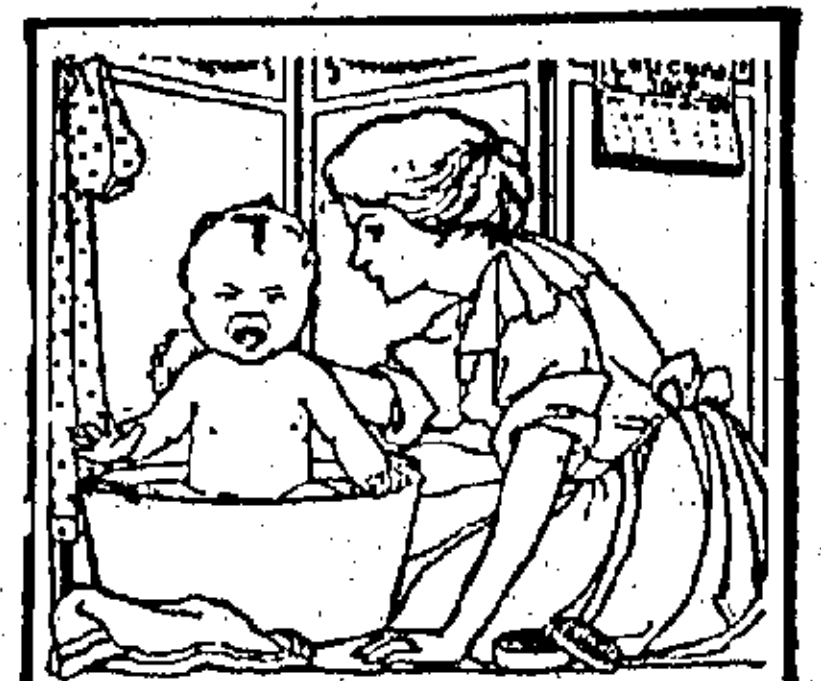
The American Commercial Commissioners who came over from the Pacific Coast at the invitation of the Chinese Chambers of Commerce are being well feted in the North. On the 3rd inst. they were at Hankow, where they were entertained by the local Chamber of Commerce.

Captain Robert Dollar, speaking on behalf of his associates at a largely attended banquet, said he did not think that there had ever been in any nation such a wonderful reception as had been accorded to this American party by the Hankow Chamber of Commerce. Capt. Dollar proceeded to say:—

I will endeavour to confine my remarks to talk to you as a businessman to businessmen, and consequently they must be practical. The object of our visit was set forth in the invitation which you sent us. At the end of it you say, "To promote mutual good will, and the growth of trade between the two countries." You have divided it into parts; the first part has been dealt with fully everywhere we have gone; our receptions have been sincere and enthusiastic, and even thus early in our journey I consider it has been accomplished. The second part is not so easy and will fall to the almost all our thoughts, ability and energy to accomplish. As I am addressing an audience in what you are very proud to call the Chicago of China, and which I accept as a great compliment to Americans, I will confine my remarks to the Yangtze valley, seeing that one quarter of a billion people live in the valley and its tributaries. I confess to have taken a subject so great that it is hardly beyond my ability to do it justice. During the last five years the trend has increased tremendously. This, in some measure, is the result of railway communication, which has only begun in a usual way. As we look forward to Hankow being the railroad centre of China, and being at the head of deep water navigation, it will certainly be the great commercial centre of China. The reason of this is not far to seek. This is one of the richest agricultural valleys in the world, capable of producing everything that man requires in abundance. Up to the present time you lack here a manufacturing plant, but with your agricultural productions and your natural resources you will be able to manufacture for the whole world. In time your river must be made navigable for vessels drawing twenty feet of water all the year. This I know to many of you would seem an almost impossible task, but greater things than this have been done in the world. I have given this matter some thought, and I consider it an absolute necessity that this work shall be done. There are only ten shallow rivers to be navigated, and as soon as trade develops as we expect, the necessity will be more apparent. So do not be discouraged, as men, money and energy can accomplish anything in reason. We are engaged in a much greater undertaking at present, I mean the Panama Canal. I expect to live to come up this river in January or February, in one of my vessels drawing 25 feet of water. As to the future prospects of this great valley, I have often thought over what this would be. But I am free to say that the possibilities are so great that it goes completely beyond my comprehension. In agriculture, while the high state of cultivation could still be bettered by fertilizers and your crops increased 15 to 25 per cent., and more remunerative crops will be raised, I commend this suggestion to your careful consideration. A few years ago sesame seed was almost unknown. Now your exports of this commodity are very great. No doubt you will go into cotton growing on a large scale, especially when your cotton mills will be built in numbers and on a large scale. But when we consider your minerals, we are lost in wonder. A German expert claims more coal in this valley than exists in the whole of the world. I think it quite safe to make the same estimate of your iron ore. Now with these two minerals lying side by side and in a country of cheap labour, and the abundance of it can better be understood by again repeating that one-sixth of the inhabitants of the world live in this great valley and its tributaries. And seeing that it is very properly called the age of steel, it will not live to see it, but the day is coming when the production of steel from this country will exceed that of the world. In railroads is your great hope to open up and develop your country. You have an example before you of what the Peking-Hankow Railroad has done for the country through which it passes. When this road was built there was no freight to carry but in harvest time. It is now taxed to its utmost capacity. The South Manchurian Railroad has been double tracked, and it also, at times, cannot carry the freight. One of a quarter million tons of beans alone came over that road for export in 1909, and as you continue building additional roads you will find these conditions continue. I consider the Province of Szechuen the greatest mineral-bearing country in the world, and with its 46 millions of people, as soon as the railroads run through it, we will hear from it. It is practically unknown now to the world except to a very few travellers. From what I have said, you will readily understand that you have a gigantic task on your hands and it will take all the energy you are possessed of and you must have money to do it with. One very important factor is what we call "Capital of Industry" to direct all these great undertakings can only be accomplished with lots of hard work and you want to be up and doing, as your valuable heritage is of no value unless you develop it. The United States also received a valuable heritage, and by persisting hard work it has developed into a rich country, and you have as good an opportunity as we had. So you have a prospect ahead of you that no country has provided you grasp the opportunity.

THE "BEDFORD" WRECK.

The wreck of H.M.S. *Bedford* was to be sold at public auction at Yokohama, on October 10. This disposition of the ill-fated cruiser was decided upon by Admiral Sir A. L. Winsloe, Commander-in-Chief of the British China Squadron, just before he departed for the Siberian littoral. The wreck was to be sold just as it lies on the Samarang Rock in the Korean Straits. The chance to make or lose a small fortune, the *Japan Advertiser* thinks, would probably be taken by several salvage companies, representatives from several having already left for the scene of the wreck to make an inspection before bidding. Unless the vessel should break to pieces before she can be completely raised, whoever bids for her should be able to make good on his investment, as, according to Admiral Winsloe's statement, only the guns and movable furniture that were in the superstructure of the *Bedford* were removed by the British and Japanese vessels which went to the assistance of the wrecked cruiser.



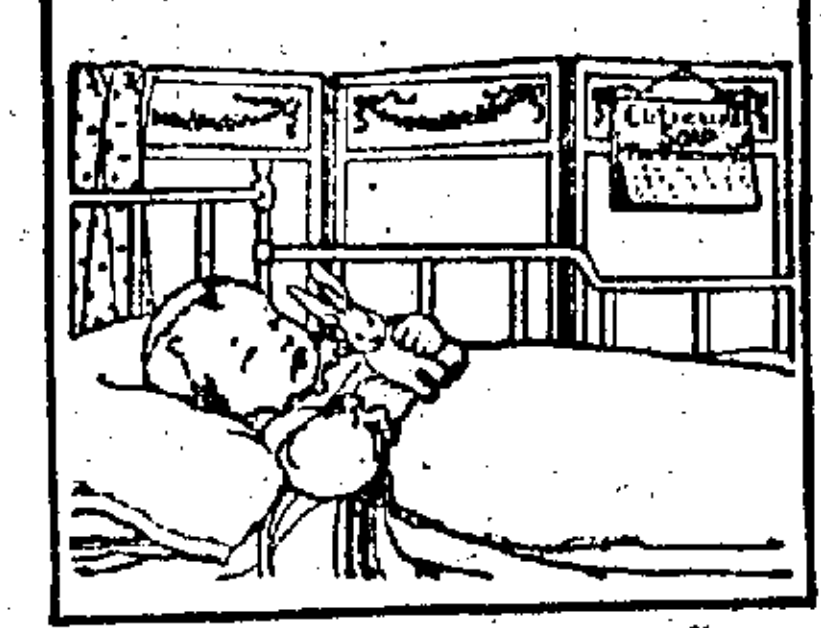
# REST AND PEACE

Fall upon distracted households when Cuticura enters.

All that the fondest of mothers desires for the alleviation of her skintortured and disfigured infant is to be found in warm baths with

# CUTICURA SOAP

And gentle anointings with Cuticura Ointment.



## HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 13th October state:—

Our local market has suffered more or less from the prevailing business depression throughout the past week, and rates on the whole close lower than last reported, with a tendency in some instances towards further weakness. "Rubbers" continued to advance until about the middle of the week, when a reaction, due probably to London settlement influences, set in, and the market closes quiet but steady at the decline.

Fine Hard Para Rubber, which advanced during the period under review to 7/- per lb., is now quoted at 6/5 per lb., and the tone of the London share market "firm." Silver in London has advanced to 25 per cent. and Sterling exchange to 1/10 1/2. The T. T. rate on Shanghai is quoted at 7/8, and the bank's buying rate for 30-day bills at 7/4.

BANKS.—Hongkong and Shanghai are reported to have been sold at 92 1/2, but at the close are on offer at the reduced rate of 92 1/2. London is somewhat firmer at 92 1/2. The last quoted rate per Reuter. Nationals have advanced to 93 1/2 by buyers.

MARINE INSURANCES.—Unions after small sales at 84 1/2 are procurable at 83 1/2. Canton has again been done at 81 1/2, but at the close shares are probably obtainable at this rate. North China have declined to 11 1/2 sellers, and Yangtze to 8 1/2 with sales.

FIRE INSURANCES.—Hongkong have been sold and can still be placed at 85 1/2. China have been booked at 81 1/2 and more shares are wanted.

SHIPPING.—Hongkong, Canton and Macao after sales at 31 and 31 1/2 close with probable buyers at 31 1/2. Indo-China are still on offer at 25 1/2 for preferred and deferred combined and Donghai can be placed at the reduced rate of 22. China and Manilla are easier with sales and sellers at 810. Shell Transporters have advanced during the interval to buyers at 83/- after intermediate sales at 81/- and 82/6.

REFINERIES.—China Sugars are weaker with sellers at 14 1/2 and no business to report. Loochoos are quiet and without feature at 815.

MINING.—No business is reported under this head, and quotations are without change.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have declined to 849 with sales and further sellers. Kowloon Wharves have been done at 754, 8 1/2, and 855, and close with buyers at 354. New Amoy Docks, Shanghai Docks, and Shanghai and Hongkong Wharves are unchanged, and without local business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been bought at 8100, and more shares are required for. Kowloon Lands are still in request at 832 and West Point can also be placed at quotation. Hongkong Hotels have declined to 899 sellers for the old and 874 sellers for the new. Humphrey's Estates are quoted at 874 sellers, and Shanghai Lands at 111 nominal.

COTTON MILLS.—Hongkong have been booked at 131 and 83 1/2, and more are wanted at the latter rate. Internationals have advanced in the North to 115. 50, but otherwise quotations for Northern shares are unchanged and without local business.

MISCELLANEOUS.—Cements have been booked at 84.65, China Borneo at 89, and China Providents at 88 and 88 1/2. There are buyers of Watson's at 86 1/2 and Powell's at 82. Other stocks in this section are unchanged, but obtain no quotations.

RUBBERS.—London is a buyer of Eastern and International Trusts at 12 1/2



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: FAMES CODES: A.B.C. 5th Ed. Letter's.

## NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY.  
(British Section.)

## NOTICE

A SPECIAL PASSENGER TRAIN will leave KOWLOON FERRY STATION on SUNDAY, the 16th inst., at 9 A.M., for the Frontier. Intending Passengers may book by this train and return by train leaving Lowu either at 11 A.M. or 5.40 P.M. BY ORDER. Hongkong, 15th October, 1910. [1173]



SANITARY BOARD OFFICE,  
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEDWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be limedwashed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls limedwashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be limedwashed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the North thereof through the Yamnui Service Reservoir to the Northern boundary of Kowloon. The Government Limedwashed Contractor is prepared to cleanse and limedwash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board. Dated this 15th day of October, 1910. W. BOWEN-BOWLANDS, Secretary.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADER REPORT is now ready and contains:

Epitome of the Week's News.  
Leading Articles:  
The Revolution in Portugal.  
China's Credit.  
Republican Macao.  
The Panama Canal.  
New Companies Ordinance for Hongkong.  
Random Reflections.  
The Railway.  
Breach of Promise Action at Singapore.  
Hongkong News.  
Volunteer Reserve.  
Hongkong Legislative Council.  
The Republic Proclaimed at Macao.  
Hongkong Sanitary Board.  
The Old schoolmaster.  
The Great Nicola.  
China's National Assembly.  
Sporting Notes.  
Hongkong Cricket League.  
A New Solicitor.  
The Theft from the "Charles Hardouin."  
The "Siberia" in Collision.  
Murder Charge Against an American.  
Bluejacket.  
The Morrison Street Collapses.  
Supreme Court.  
Queen's College Aquatic Sports.  
The Canton-Bankow Railway.  
Par Eastern Telegrams.  
The Toyo Kisen Kaisha.  
The Credit System.  
Sporting Notes.  
The Recent International Incident in Manchuria.  
The Trade of Korea.  
Foreign Visitors to Japan.  
Educational Statistics in China.  
Commercial.  
Shipping.  
Extra copies 50 cents each, Cash.  
Copies can be posted from this Office to addresses sent; including postage 34 cents each.  
\$1 Cash for three copies.  
Subscription: \$12 per annum, payable in advance; postage \$2.  
Hongkong, 15th October, 1910.

## NOTICE OF FIRM

## SUN SHING

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING FO has been appointed MANAGER. The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHEI  
TSI YUM CHEI  
SUM PAK MING  
PUNG HUNG CHUN  
CHAI SING HO  
CHENG YUNG CHAU  
CHENG MAN HING  
CHAN YU MUT  
LEUNG HOK LAU.  
Hongkong, 11th October, 1910. [1165]

## NEW ADVERTISEMENTS

# HARMSTON'S GRAND CIRCUS AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS. GRAND OPENING NIGHT! MONDAY, OCT. 17TH, AT 9 P.M. Location: CAUSEWAY BAY.

OUR NEW ALL STAR COMPANY OF LONDON AND CONTINENTAL ARTISTES  
30 IN NUMBER 30

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

## FIVE FULLY GROWN TIGERS

Performing in a Large Cage erected in the Circus arena.

THE BROTHERS KAVANAGH,  
AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE

(5 in Number)

Gymnasts, Equestrians and Acrobats.

THE TRIO PROLIC

Two Ladies and One Gentleman.

## THE SISTERS LOUISE AND ANGELINA BASCA

In their great Surprise Sharpshooting Act with Repeating Rifles and Pistol.

(Cartridges 22 Shot.)

PICCOLO AND FIORI (CONTINENTAL COMEDIANS)

With their Canine Wonders who appeared before the King and Queen at Buckingham Palace.

ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"

Who Performs throughout the Whole Programme.

RUDSIT TRAMP CYCLIST.

Miss JESSIE BOWER.

Song and Dance Artists.

AND THE CHAMPION ALL ROUND DUO.

DICK HAYES.

Talking and Singing Clown.

N.W. LITTE.

The Mirthful Mimic.

## JENNIE & WILLIE HARMSTON-LOVE.

Our Stud of Performing Horses and Ponies Trained and Introduced by

ALFRED RYAN.

OUR BEAUTIFUL ARAB STALLIONS.

Our Menagerie consists of Performing ELEPHANTS, TIGERS, LEOPARDS, BEARS,

KANGAROO, EMU, AFRICAN BABOON, DOGS, MONKEYS, etc.

Booking for Boxes and First Class Chairs at Robinson Piano Co.

## SPECIAL MATINEE PERFORMANCES

WEDNESDAY and SATURDAY AFTERNOON, 19th and 22nd OCT.

Doors Open at 3 o'clock. Performances at 4 P.M. sharp. Children Half-Price at Matinees only.

Evening Performance at 9 P.M. sharp. Doors Open One Hour Earlier.

PRICES OF ADMISSION.

Full Box 6 Chairs ... .. \$15.00

Single Seat (Box) ... .. 3.00

Chairs ... .. 2.00

Gallery (Natives only) ... .. 50 cts.

Soldiers and Sailors in uniform Half-Price to the \$1 and \$2 Seats.

Booking at ROBINSON PIANO Co.

N.B.—Special Trains will Run before and after the Performances.

MADAME HARMSTON-LOVE ... .. Proprietress.

COL. BOB-LOVE ... .. Manager.

R. ALTON ... .. Agents.

W. H. BROWNE ... .. Agents.

[1175]

## JUST RECEIVED and FOR SALE for the PRESENT SEASON.

From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.

A selection of the best varieties of their famous and tested

VEGETABLE and FLOWER SEEDS.

ALSO

GARDEN FERTILISERS, BOOKS OF GARDENING, &c., &c.

GRAU & CO.

1131, 27, DES VUEX ROAD, HONGKONG.

[1174]

## TO LET

TO LET.

"HOMEVILLE," 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

Apply to—

ARRATON V. APCAR & Co.,

14, Des Vaux Road Central.

Hongkong, 24th September, 1910. [1124]

## TO LET.

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens.

No. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWN, 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chung Road, corner of Observation Place. The Trams stop at the door.

SEMI-EUROPEAN FLATS, Praya East, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1910. [87]

## TO LET.

TO LET.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 2nd February, 1910. [151]

## TO LET.

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1910. [994]

## TO LET.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building. ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th March, 1910. [95]

## TO LET.

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1910. [89]

## TO LET.

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villa (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—

ARRATON V. APCAR & Co.,

14, Des Vaux Road, Central, 1st Floor.

Hongkong, 28th July, 1910. [875]

## PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned THIS DAY (SATURDAY), the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 15th October, 1910. [1110]

## WANTED

WANTED.

A SMART and Pleasant-Mannered RUNNER for a First-Class Hotel. Apply with references. Certificate of last discharge indispensable. Box D. 12, Care of "Daily Press" Office. Hongkong, 10th October, 1910. [1158]

WANTED: JANUARY 1st.

FURNISHED or UNFURNISHED HOUSE.

Address—

Care of "Daily Press" Office.

Hongkong, 10th October, 1910. [1159]

SITUATION WANTED.

JAPANESE GIRL, wishes to have a Situation as Lady's Amah or Baby Nurse. Speaks English fluently. Apply to—

NASU,

12, Gresson Street.

Hongkong, 14th October, 1910. [1170]

## AN EXHIBITION OF WORK

WILL BE HELD BY THE 2ND BN. THE BUFFS, IN THE

R. E. THEATRE.

WELLINGTON BARRACKS,

ON MONDAY AND TUESDAY,

the 17th and 18th OCTOBER, 1910.

Doors Open from 4 P.M. to 7.30 P.M. on 17th and from 11 A.M. to 6 P.M. on 18th.

Some of the Work Exhibited will be marked for Sale.

No Charge will be made for Admission.

Hongkong, 10th October, 1910. [1160]

## JUST PUBLISHED:

"POPPY PETALS,"

By D.E.C.

Author of "LUI SING,"

"The Flight of an Arrow," &c.

PRICE ... \$3.50.

THESE TALES are not the worn tissue of the writer's brain, but are veritable

STORIES FROM LIFE, from the author's

large observation among the sort of people

depleted. The book reveals undercurrents and

conditions of life in the Far East little known

to the ordinary resident.

KEELY & WATSE, LTD.

Hongkong, 27th September, 1910. [1114]

## FOR SALE

FOR SALE.

REMAINING PORTIONS OF MARINE

LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR

PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd.,

ENGINEERS, &c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-168]

## ON SALE

HONGKONG HANSARD REPORTS

OF THE MEETINGS OF THE

LEGISLATIVE COUNCIL for the

Session 1909.

REVISED BY THE MEMBERS.

PRICE ... \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

## AUCTION

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSESS. HUGHES & HOUGH have

received instructions to Sell by

PUBLIC AUCTION,

On THURSDAY,

the 20th day of OCTOBER, 1910, at 12 o'clock,

Noon, at their AUCTION ROOMS in

100, House Street,

THE VALUABLE LEASEHOLD

PROPERTY

IN ONE LOT.

Known as

No. 2, 4, 6, 8, 10, 12, 14, and 15, LI SING

STREET, Victoria, Hongkong.

The property consists of all that piece or

parcel of ground situate at Victoria in the

Colony of Hongkong formerly Registered in

the Land Office as the REMAINING

PORTION OF MARINE LOT NUMBER

SEVENTY-ONE and now known there as

Sections B, S, T, U and the Remaining Portion

of Marine Lot Number Seventy-one, and has an

area of 8,250 square feet or thereabouts.

Particulars and Conditions of Sale may be had

from the Vendors' Solicitors,

MESSESS. DEACON, LOOKER & DEACON,

No. 1, Des Vaux Road, Central,

Hongkong,

and also from the Auctioneers.

Hongkong, 10th October, 1910. [1161]

## INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season

will be held at HAPPY VALLEY,

TO-DAY (SATURDAY), the 15th October,



**16** of delicious strengthening Bouillon  
—a delight for the strong, a godsend for the weak—made from 2 ozs. of  
Lemco. The rich beef goodness of LEMCO has restored thousands of invalids  
to robust strength.

A user writes:—"I have derived great benefit  
from Lemco. I had suffered much from  
"anemia, and am now getting well, thanks to  
"Lemco."—Mauritius.

LEMCO, 4, Lloyd's Avenue, London, E.C.

**Lemco**

**SAINT-RAPHAEL**

**TONIC, RESTORATIVE, DIGESTIVE WINE**  
Very palatable.

Known throughout the world and prescribed in all cases of  
*Anemia, Debility and Convalescence, to young women, children  
and the aged, invaluable in hot climates.*

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial  
which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDBICK, MACGREGOR & Co., HONGKONG.

**BUILT FOR THE FAR EAST.**

**Hazlewood**  
CYCLES

are built in the very best of the cycle industry—entirely built-up by experienced British workmen  
the material used is the best and most reliable. It therefore follows, that with good workman-  
ship and material, combined with up-to-date appliances, the products of the Hazlewood  
factory (which 30 years) are right, that is right in design, right in bearing, right in finish,  
right in price, and, furthermore, they live as long as the best.

All models and grades of machines are produced by "Hazlewood's" Roadster  
(light or full), Road Racer, Lady's, Children's, and "Practicals".  
Prices (Ladies and Gents) range from Rs. 90 upwards.

EVERY MACHINE GUARANTEED.

AGENTS:—We shall be pleased to grant representation rights to firms able to handle our goods in quantities.  
Applications to be addressed to our works. Orders to be placed through regular merchant houses.

**HAZLEWOOD'S, LTD., COVENTRY.**

**"GUARANTEED"**  
UNDER THE PURE FOOD AND DRUGS ACT,  
UNITED STATES OF AMERICA.

On every bottle of Dr. Morse's Indian Root Pills sold in the United  
States of America there is placed an extra label, bearing a number, and the  
word "Guaranteed," which denotes that the proprietors of Dr. Morse's Indian  
Root Pills guarantee that they contain nothing that is not in strict accordance  
with the Pure Food and Drugs Act. It is further guaranteed that Dr. Morse's  
Indian Root Pills comply with the regulations of the Department of Health,  
both as to the standard of purity of the ingredients used in their manufacture,  
and also that they are a good, wholesome remedy for the purposes they are  
advertised for. Dr. Morse's Indian Root Pills are a purely vegetable sugar-  
coated medicinal preparation, carefully compounded by experts, and are manu-  
factured on the premises under the direct supervision of the proprietors. The  
care taken in the production of these Pills, is illustrated by the manner in  
which they are packed. Instead of being put up in cheap wooden boxes—that  
absorb poisonous and other substances—they are packed in glass bottles at a  
cost of five or six times that of wooden boxes. The extra cost is more than  
made up in the satisfaction of knowing that the Pills reach the public just as  
they left the laboratory, unaffected by moisture or climatic changes and free  
from contamination by contact with any foreign matter.

They are a perfect  
Blood-Purifier and a  
positive and permanent  
cure for Biliousness,  
Indigestion, Consti-  
pation, Headaches,  
Sallow Complexion,  
Liver and Kidney  
Troubles, Pimples,  
Boils and Blotches, and  
for Female Ailments.

**DR. MORSE'S  
INDIAN ROOT  
PILLS**  
FOR THE LIVER

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally,  
at 40 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd.,  
Sole Proprietors, 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

**LIFE WITHOUT HEALTH IS LIVING DEATH.**

**VETARZO BLOOD AND NERVE FOOD**

This remarkable compound, the latest discovery of modern times, is without equal in all cases  
of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other  
influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or other  
low spirits, mental and bodily prostration, want of confidence, general debility, premature decay  
or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to  
nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations,  
wasting diseases, consumption, night sweats, muddy high-colored water, &c., are all so many  
different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater  
portion of the misery, ill-health, and dependency by which we are confronted on every hand, that  
can only be successfully combated by the use of this wonderful and highly scientific preparation.  
Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening  
wasting discharges, restores the falling energies, and imparts new life and vigour to those who  
had so recently seemed played out, used up and valueless. Bottle Price 2s. 6d.

**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**

**VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor can its marvellous properties ever be equalled in  
all cases of nervous, impurity, or other impurities of the blood from whatever cause arising.  
No sooner is it imbibed into the system than it permeates and penetrates to the minutest capil-  
laries, overcoming and expelling disease, wherever and in whatever form met with; removing  
all blotches, pimples, skin eruptions, scrofulous and glandular swellings, discolorations, roughness  
and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism,  
sciatica, lumbago, pains and swellings of the joints, discharges, blood poisons, eczema, lepro-  
sy, scurvy, bad legs, and breast abscesses, ulcers, wounds, sores, gonorrhea or Derbyshire neck,  
improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking,  
straining, spasmodic cough, too often the precursor of consumption. Bottle Price 2s. 6d.

Sole stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either  
remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors  
may try to sell you something else for extra profit—do not accept it, but insist on having  
VETARZO. The genuine has the word "VETARZO REMEDIES" on Government Stamp.

**VETARZO REMEDIES ARE SOLD BY BOOT'S, CASH CHEMISTS.**

## SCIENTIFIC MISCELLANY.

**A SENSITIVE MICROPHONE.**

The novel hydraulic microphone of Signor  
Majorana, Italian physicist, embraces a small  
glass tube through which flows a stream of  
slightly acidulated water. Near the top of the  
tube is a side aperture closed by a sensitive  
diaphragm, which is joined by a short rod to the  
diaphragm of a telephone mouth-piece. As the  
water emerges from the bottom of the tube it  
passes between two platinum electrodes, com-  
pleting the circuit between them. Speak-  
ing into the mouthpiece sets the flowing  
water into vibration, thus varying the resistance  
between the electrodes, and transmitting the  
sound vibrations through the electric circuit.  
This microphone has been used in wire-  
less telephony over a distance of 250 miles  
or more. For this purpose it is placed in the  
circuit of a Poulsen generator, consisting  
essentially of an electric arc in an atmosphere  
of hydrogen, and the electric waves from  
his pen pass from the transmitting antenna  
to the air, are caught by the receiving  
antenna, and then passed through a pyro-  
platinum thermopile, setting up a current  
that reproduces in a telephone the sounds  
or words transmitted. When this microphone  
was tried on the telephone line between London  
and Rome, about 1,200 miles, conversation was  
plainly heard, although the ordinary microphone  
does not work at that distance.

**THE STIMULATION OF DEEP BREATHING.**

The remarkable effects of deep breathing,  
which seem to have been generally overlooked  
although well known to divers and others,  
are found by Dr. D. F. Comstock, of Boston,  
to be: Marked increase in the time the system  
can do without respiration; mental stimula-  
tion, a short increase in physical endurance;  
and a rise in the pulse. In his own ex-  
periences, four minutes of enforced breath-  
ing made it possible to hold the breath 33  
minutes, the limit without the preparation being  
56 seconds. Another person succeeded in hold-  
ing his breath five minutes after the preliminary  
breathing.

**A PIONEER ENGINE.**

The new German strong-battery locomotive  
is 25 feet long, has two 35-horse-power motors  
geared to the axles, and weighs 19½ tons,  
including an Edison battery of 59 tons. With  
a 33-ton car, it ran 130 miles on a single charge.

**FIRE-BUILDING BY AIR COMPRESSION.**

The Burmese, still without matches in damp,  
remote parts of the country, have made the im-  
portant practical discovery that heat is generated  
by the sudden compression of air or other gas.  
An instrument described by Prof. O. P. Monck-  
ton, of Calcutta, consists essentially of  
a buffalo's horn, with a quarter-inch hole bored  
nearly to the bottom and fitted with a tight  
piston. In a recess in the lower end of the  
piston is placed a piece of dry pith or  
other inflammable material. The piston is  
then inserted in the horn cylinder,  
dried down by a smart blow, and quickly  
withdrawn, when blowing on the pith causes  
it to burst into flame, giving fire to the in-  
genious Burman. It is calculated that if the  
cylinder is two inches long and the piston is  
driven to within a quarter-inch of the bottom,  
the temperature should be raised from 80 degrees  
F. to 790 degrees F. Heat is given out during  
compression, however, and the piston is never  
perfectly air-tight, so that in practice there is  
a loss estimated at about 25 per cent.

**CAN PEAT GROWTH ENDURE  
PERMANENT FUEL?**

The exhaustion of the world's fuel will un-  
doubtedly be deferred by the use of peat to sup-  
plement the product of the coal mines, and this  
reserve is known to be enormous, while an  
optimistic theory suggests that it may be made  
unlimited. Ireland alone has 2,800,000 acres of  
unused peat, with a depth of 16 to 30 feet. It  
is estimated that the peat averages 18,231 tons  
to the acre, and, on the assumption that the  
calorific value is one-tenth of that of coal this  
would equal 1,823 tons of coal, or a total of  
5,104,000 tons of coal for Ireland. At least  
half of this would be economically available  
for steam raising. It is not conclusively  
proven that the peat bogs can be reproduced,  
but the claim is made that in some cases  
they increase 5 or 6 inches a year, the  
growth depending on the character of the  
plants. This suggests that our fuel supply,  
after all, may be made permanent by conserving  
and cultivating the bogs.

**A NEW COTTON.**

Seeking a substitute for high-priced cotton, a  
spinning company at Chemnitz has obtained  
usable fibre from the seeds of the kapok, or silk-  
cotton tree of the tropics. The fibre is naturally  
brittle, but Prof. Goldberg has so treated it that  
it is spun into a very soft, silky and inexpensive  
yarn, the durability of which is yet to be tested.  
The fibre is already much used in padding  
furniture, for pillows, etc.

**IMPROVED ENSILAGE.**

An industry that is little considered but of  
growing importance is the culture of the micro-  
scopic vegetation known as microbes. The  
well chosen and prepared cultures serve for  
regulating and improving various products, a  
special yeast, for instance, giving the desired  
bouquet to wine, and the use of the right spore  
culture in cheese-making determining whether  
Bouquet or other variety shall be produced.  
The new idea of J. Crolbois, a French  
experimenter, is to preserve silo fodder  
by means of a culture of lactic ferments. In  
the silo, under a protective covering of straw,  
the fodder undergoes an acid fermentation that  
makes it readily digestible and gives it a taste  
agreeable to cattle, but the process is irregular  
and uncertain, and much fodder is often of poor  
quality. In the North of France the fodder  
used consists largely of the pulpy residue from  
sugar beets, of which many thousands tons are  
kept for the winter fattening of cattle. In a

Preliminary trial, M. Crolbois treated 300  
kilograms of residue with 6 litres of  
beet root juice rich in ferment, and the  
pulp was completely transformed in 48 hours,  
the usual necessity for pressing being avoided.  
Applied on a large scale at an agricultural  
station the process yielded a material  
which fattened the cattle as much in three weeks  
as they ordinarily gained in a month. The  
new fodder, unlike the old silo pulp, is eaten also  
by sheep.

**A PERISCOPE CANE.**

The novel French walking stick by which one  
may see over a crowd or a high fence is a new  
application of a familiar optical device. A  
hollow tube is used for the cane. Near the  
top, and projecting at a right angle, is screwed  
a tiny telescope, and near the lower end is  
made an eyehole. As the stick is held above  
the head, the light passing through the  
telescope lenses strikes a prism, which reflects  
it down the tube to another prism opposite the  
eyehole. In this way the image of the objects  
in the field of view of the lens is passed to  
the eye, and becomes clearly visible.

**PROGRESS IN A NEW FIELD.**

Electro-chemical factories are rapidly develop-  
ing in Belgium, which now has 48, chiefly in  
the manufacturing districts of Liege and  
Charleroi and the mining districts around  
Antwerp and Belgium. Of these four employ  
from 500 to 2,000 workmen, the others from 5  
to 100, and last year's products reached nearly  
\$6,000,000, about 40 per cent. being exported.

## TEMPLE DRUMS AND CATHEDRAL CHIMES.

Some correspondents of a local English con-  
temporary, says the *Japan Mail*, have been  
 inveighing against the nuisance of a temple  
drum which is beaten vigorously in their  
vicinity from rosy morn to drowsy eve. This  
recalls the curious fact that a Japanese never  
complains of noise. The beating of a big drum  
in his immediate neighbourhood does not seem  
to disturb him at all. Neither does the pecu-  
liarly shrill whistle of an itinerant confectioner.  
Neither do the appalling cries of crowds  
harnessed to a festival car. We have never  
heard a remonstrance uttered against these  
incidents of daily life. Custom has softened  
them into insignificance. But when ques-  
tioned about their tacit endurance of such  
plagues, Japanese have been known to  
express surprise that foreigners should be  
so callous at home and so sensitive in  
Japan. "For have you not in Europe," they  
ask, "your church-bells, which clang out most  
unusual reverberant notes for thirty minutes  
at a time, twice every Sunday and on many  
week-days, and have you not your river-steamers  
with their strident sirens; and have you not  
your locomotives and your factories which with  
their raucous or piercing shrill whistles  
exercise all lovers of quiet; and have you not  
your cathedrals which, for all their solemnity, ring out  
the quarters, the halves and the wholes with  
"damnable iteration" of cracked chimes?  
surely you should have been well seasoned  
before you come to Japan?" What is the  
answer to this criticism? It will scarcely do to  
plead that European noises are more refined  
than Japanese.

# Don't Worry About That Bald Spot

Don't Worry About that Bald Spot, for  
if the scalp is smooth and shiny the  
baldness has come to stay. Better direct  
your apprehension toward the hairs  
immediately surrounding the spot, for  
they will be the first to go, unless you  
kill the dandruff germ and keep it out  
of the scalp with NEWBRO'S HERPICI-  
CIDE.

The time to save your hair is while  
you have hair to save. Extraordinary  
results sometimes follow the continued  
use of NEWBRO'S HERPICI-  
CIDE.

Doctor Waterhouse, a well-known  
physician of Iowa, and a member of the firm  
of Dyer & Waterhouse, advised the Rev.  
R. N. Toms, Pastor of the First Presby-  
terian Church at Charter Oak, Iowa, to use  
NEWBRO'S HERPICI-  
CIDE.

Messrs. Dyer & Waterhouse, Druggists,  
Charter Oak, Iowa.

Gentlemen:—The Herpicide you recom-  
mended to me for use as a remedy for dandruff  
and baldness has proved a great success. I  
have used only one bottle and the result is  
surprising. The scalp has been thoroughly  
cleansed from dandruff, the old hair has  
softened and strengthened; while short, soft  
hair has already appeared in bald spots; and  
I have been greatly relieved from headaches.  
I most earnestly recommend all afflicted, as I  
have been, to try NEWBRO'S HERPICI-  
CIDE.

(Signed) Rev. R. N. TOMS,  
Pastor, First Presbyterian Church,  
Charter Oak, Iowa.

AT DRUG STORES.—Send 10 Cents  
in Stamps to THE HERPICIDE CO., Dept.  
N., Detroit, Mich., for a Sample.

INSIST UPON HERPICIDE.

A. S. WATSON & CO.,  
SPECIAL AGENTS.

**ELLIMAN'S**  
EMBROGATION

**Pain arising**

Rheumatism, Chronic, Lumbago, Sprain, Sore Throat, Backache, Bruises, Cold at the Chest, Slight Cuts, Neuralgia, Cramp, Stiffness of the Limbs after exercise.

is best treated by using  
ELLIMAN'S according to  
the information given in the  
Elliman E.F.A. Booklet 96  
pages, (illustrated) which is  
placed inside cartons with  
all bottles of Elliman's  
price 1/6, 2/6 & 4/6. The  
R.E.P. booklet also contains  
other information of such  
practical value as to cause  
it to be in demand for First  
Aid and other purposes;  
also for its recipes in re-  
spect of Sick Room re-  
quisites. Elliman's added to  
the Bath is beneficial.

**Animals**

Ailments may in many in-  
stances be relieved or cured  
by following the instructions  
(illustrated) given in the  
Elliman E.F.A. Booklet  
64 pages, found enclosed in  
the wrappers of all bottles  
of ELLIMAN'S price  
1/6, 2/6 & 3/6.

ELLIMAN, 10, Pall Mall, London, England.

**ROYAL for ANIMALS**  
See the Elliman E.F.A. Booklet  
**UNIVERSAL for HUMAN USE**  
See the Elliman R.E.P. Booklet  
found enclosed with bottles of ELLIMAN'S  
THE NAME IS ELLIMAN

**A Delicious Luxury.**

There are many kinds of Lime Juice. Some are quite  
innocent of any touch of the real fruit, and others are made from  
low quality limes. The way to make sure of the perfect  
Lime Fruit Juice is to get

**PURE  
MONTSERRAT  
LIME JUICE CORDIAL**

which is made exclusively from the splendid cultivated  
limes of the island of Montserrat. Mixed with plain  
or aerated water, this Cordial is the ideal  
household drink in hot weather.

Made in two kinds—  
Unsweetened, i.e., Plain Lime Juice,  
Sweetened, i.e., Lime Fruit Cordial.

The Latest Fashion,  
The Smartest Style,  
The Most Moderate Prices,  
are all secured when dealing with us respectfully,  
a London Tailor is

**JOHN J. M. BULT,**  
110, Fenchurch Street, LONDON, England.

PRICES are as follows:  
Frock Coat and Vests £21/-  
Jacket Coat (Eton) £24/-  
Jacket Coat (Sailor) £25/-  
Nelson and Knicker £24/-  
Cash Tailor and  
Cost Specialist

A large choice of Cheviot, Sargent, Flannel and Trench can be had. Suits, when written, which ordered;  
well constructed forms and looking well and true on application. Mr. Bult makes a specialty of making  
Breeches from 35/- and other clothes most suitable for Colonial Wear.

## CUTLER, PALMER &amp; CO.,

WINE & SPIRIT MERCHANTS  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

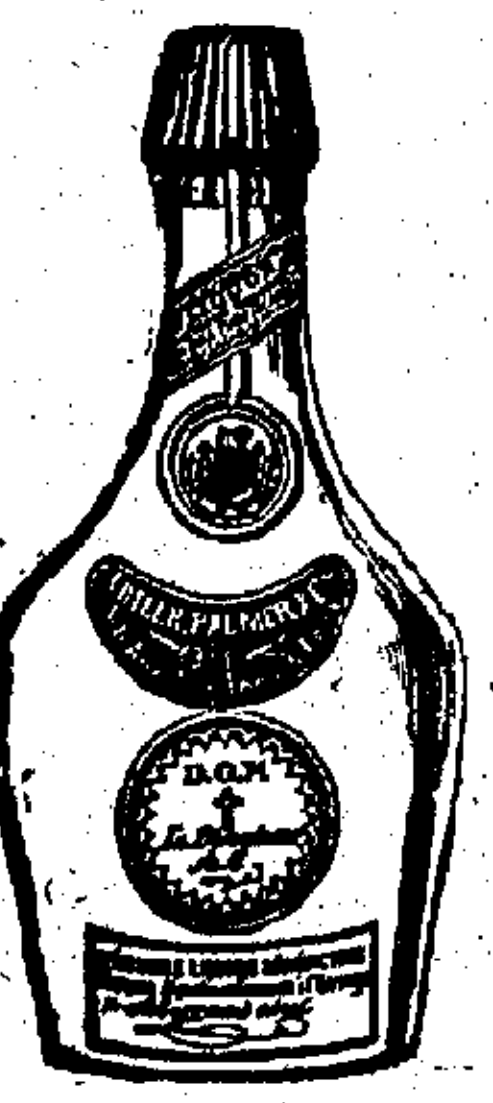
LONDON ADDRESS:  
3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.  
\$51.60 " 2 " Pints.

BRANDY ★★★★★	\$31.00
" ★★★★★	\$28.25
" ★★★★★	\$25.00
" ★★★★★	\$19.75
<b>"IMPERIAL WHISKY"</b>	
(A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.)	
WHISKY, PALL MALL	\$26.00
WHISKY, JOHNNIE WALKER'S	\$18.25
OLD HIGHLAND, WHITE LABEL	\$24.50
WHISKY, DO. SPECIAL, RED "	\$24.50
WHISKY, U.P. & CO.'S "SPECIAL BLEND"	\$16.25
PORT WINE, INVALIDS	\$24.75
PORT WINE, DOURO	\$18.00
SHERRY, LA TORRE	\$20.50
SHERRY, AMOROSO	\$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
HONGKONG AGENTS.





## TROPICAL DEBILITY.

## HOW TO FIGHT IT.

Of all the evils which the inhabitants of the torrid zone are called upon to endure, the greatest are, perhaps, the deadly debility and nervous depression which are the forerunners of the more serious ills so rife in warmer latitudes. Physical fitness should be the constant watchword; healthy nerve force must be the subject of the most earnest consideration. Happiness, nay life itself, hangs in the balance.

When exhausted Nature fails readily to respond to the extraordinary demands made upon the system by the exigencies of climate, Science once more comes forward with precisely the needed remedy. Sanatogen, the tonic food, is the means discovered whereby impaired vitality may be safely and rapidly restored.

Sanatogen has a singular effectiveness. It is not as a tonic only that it stands unrivalled; it is, besides, a perfect food, extremely rich in just those properties necessary to the perfect nourishment of the depleted system. The basis of Sanatogen is the casein or "curd," the nutritious principle of milk. Nitrogenous foods are our body-building ones. They are demanded constantly by the body for the formation, and for the repair of its tissues. United with the casein, we find glycerophosphoric acid, which is an all-important constituent of the brain and nervous system. This is the reason, then, why Sanatogen has obtained its high reputation. It repairs the wear and tear of the most vital parts of our frames, and above all it gives to brain and nerve their essential food in precisely the form in which they are capable of readily receiving and assimilating it.

Doctors in tropical climates have not been slow to see the wonderful advantages in the use of Sanatogen among their patients; and a great many of them have written setting out the success that has attended the use of this preparation. They have used it with the greatest success in Malaria, Dysentery, Enteric Fever, cases of Plague and Cholera, as well as amongst those who are suffering from ailments due to disordered liver, spleen or digestive system. One or two of their opinions are worth considering.

Thus Dr. H. H. W. HART, Hapur Remount Depot, Bahaghat, United Provinces, India, writes:—

"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Whilst Dr. C. E. NAYLOR, Bangalore, South India, writes:—

"It was through my influence that your excellent medium of nutrition—Sanatogen—was introduced into South India, and I have reason to be proud of my success in doing so, for I consider that I have thereby conferred a benefit upon suffering humanity. I have found it unexcelled by any other food, when the internal arrangements of the body (whether in children or adults) are in want of a stimulating nutrient. When milk, diluted to any degree cannot be digested, Sanatogen will be greedily assimilated. In many almost hopeless cases of dysentery, where heart failure has been threatening, I have found Sanatogen helpful in getting the patient to turn the critical corner, and it has admirably aided my treatment of this febrile disease. I have no hesitation in stating that by the discovery of Sanatogen you have added a most powerful weapon to those already in the possession of every physician."

And Dr. R. F. BOWERS, Bhatnagar, P.O. Bengal and N. W. Railway, N. Bhagpur, India, writes:—

"I was able to try Sanatogen in a patient who had passed through the acute stage of Asiatic Cholera (in a severe form), but was utterly prostrated. That woman, I consider, owes her life to Sanatogen."

A physician has written a remarkable treatise entitled "How to Keep Well in Tropical Climates," a copy of which will be forwarded, post free, to all who apply to Messrs. A. S. Watson & Co., Hongkong. Sanatogen can be obtained from Messrs. A. S. Watson & Co., Hongkong; and of all chemists. (125-2)

## DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is commended by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."

"Far superior to ordinary guides."

Visitors to London should use

DARLINGTON'S

LONDON "Particularly good."—*Academy*

by E. C. Cook and Enlarged Edition

ENVIRONS.

NORTH WALES.

DEVON AND

CORNWALL

Visitors to Brighton, Eastbourne Hastings

Bournemouth, Wye Valley, Severn Valley

Bath, Weston-super-mare, Malvern, Hereford

Worcester, Gloucester, Llandrindod Wells,

Llangollen, Aberystwyth, Towy, Barnstaple,

Delgely, Harlech, Criccieth, Pwllheli,

Llandudno, Rhyl, Bettws-y-coed, Isle of

Wight and Channel Islands should send for

DARLINGTON'S HANDBOOKS in each

is, THE HOTELS OF THE WORLD

A Handbook to the leading Hotels throughout

the World.

Llangollen: DARLINGTON & Co.

LONDON: SIMPSON & Co.

## FASHIONS AND FANCIES.

## THE WIDE SKIRT.

We are apt to be more Parisian than the Parisians in matters of dress, and are clinging to the narrow skirt long after they have discarded it. At the fashionable seaside resorts in France, where the season is just ended, the ordinary silhouette was quite normal, and in some cases bulky. An occasional narrow skirt was seen in a tailor-made, but the light gowns were quite free, or, at the most, had a loose flowing skirt over the narrow one. On the whole, the three-tier skirt seems to be coming in, and this is seldom narrow; and, in any case, the hobble is a thing of the past, for which few can be sorry. At the best, it was only a tiresome social duty.

## THE USE OF CONTRAST.

The arrangement of colours on the smart gowns of the moment seems to run to violent contrasts, and consequently to stripes, but when it comes to putting different sorts of stripes into broad stripes, the result is, to say the least of it, odd. Thus a gown of white silk with a thin stripe of black alternated in panels about six inches wide, with white silk whose stripes are nearly an inch wide, may be smart, but it is certainly eccentric. And, in the same way, a gown of white nixon, much embroidered, and trimmed with a fawn and a lion of black and white equi-striped silk, is smart and startling, but it is not a thing of beauty.

## THE LONG SKIRT.

The train is coming back again, and even the short dresses are not to be without it as they were. This will be good news to those whose feet are, in the immortal phrase, a useful size. The very short, particularly when hobbled, just above the ankles, had a morose way with any foot but the smallest, and even those it made look less small. The effect on large feet can be imagined. The tailor-made of to-morrow partly covers the foot, that is, it allows the full-length of the long and slightly rounded toe to be seen without revealing the whole foot; while for ceremonial occasions, a train is distinctly coming in, in spite of what we have been told from fashionable French watering places. The reports from such quarters are due to the fact that while one can forecast autumn fashions to a certain extent at the sea, in such matters as the length of skirts these forecasts are useless. Long skirts at the seaside are unsuitable and inconvenient; and the Frenchwoman seldom loses a certain sense of the fitting in her garments. In the same way, one might say that velvet and satin would be less worn during the autumn than linen and muslin.

## JEWELS BY DAY.

One fashion of last year seems to have died out this season at Trouville and similar places, and that in the deplorable way in which the smart women of 1909 loaded themselves with jewels. It is an improvement that this year the elaborate simplicity of a yard and a half of pearls took the place of the diamond and ruby chains and emerald pendants which flashed at the Casino-ballets. For this relief, much thanks. Not that jewels are themselves out of favour; they are, on the contrary, to be seen in bewildering variety when society gets back to town, and they have seldom been more lovely. The designs are very light and airy, usually absolutely open-work; and the setting is of platinum, which is practically invisible, and in any case so colourless as to banish the garish heaviness of gold. It is doubtful, indeed, if we shall ever come back for any lengthy period to gold as a setting for the usual run of jewels. The feeling at present is for colour, and less stones, probably due to the effect of mourning on us. Thus pearls and diamonds, and other favourites, and the pale opals, which suggest rather announcing colour, are very much sought after. They are apparently quite out of favour the superstition which once attached to them.

## FOOTWEAR OF THE FUTURE.

Antelope and suede have quite ousted patent leather and glazed kid for boots and shoes. They are so flexible and so comfortable that this is easily understood; but, on the other hand, they soon get out of shape, on account of this very flexibility, and consequently much care should be devoted to the last on which they are to be kept. Patent toe-cups, with antelope uppers, afford one means of avoiding this difficulty, but the smartest shoes are all of the flexible leather, either in pale tints to go with the light dress, or a very dull tone of tan for dark costumes. The severest of black alone is permissible, and on many shoes, plain flat bands of ribbed silk in the same tone as the leather are preferred even to oxidized metal for buckles.

## THE OUTLINE OF THE FOOT.

This is, perhaps, due to the fact that large pale ornaments appear so frequently on cheap shoes just now; but for some time past, the whole tendency has been to simplify the outline of footwear, so that flyaway bows, Langtry flaps, and broad laces have all been tabooed recently. In particular, the striped or checked laces mean social extinction. Too many of them, and too frequently, they come down on the foot instead of up on the instep, adorned places for this fashion to last. Champagne-coloured kid or suede is much in favour, and for country wear a kind of coarse canvas is useful and pretty, though very perishable. On the whole, a shoe or boot just now should fit snugly, but not too tightly, and should in no way draw attention to itself, unless the foot is sufficiently pretty to do it. Coloured shoes are not much in favour, save in dark tones to go with velvet dresses of the same hue.

## THE CORRECT LENGTH FOR COATS.

There is no doubt that the long coat of last year will not reappear this autumn. Hip length is correct, without a badge, and only half fitting in at the indicated waist. A little fullness is permissible in the sleeves, and as much braiding as one cares to have round the edge, but all-over braiding does not seem to have commended itself to those all-powerful though anonymous authorities who decide what we are going to wear. Buttons as a form of trimming retain some of their hold, particularly in dark blue suits, where black satin buttons of various sizes are much used. An attractive fashion which remains with us is the button formed of a twisted knot of the braid, used in ornamenting the dress. This is really very pretty, and helps out the scheme of decoration, which is more than can be said of a good many forms of fastening. I have not yet seen any signs of the Russian blouse coat which we were told to expect; but this may be in reserve for the colder weather, because it is so admirably adapted for wearing with furs. It only appeared for a very short space among us, and then either extinguished itself, or lay low to wait for its best opportunity.

## WHAT TO DO THE FULNESS.

We are a little embarrassed by having so much fulness in our dresses, which it is no longer correct to gather into a hobble, and yet which cannot be quite discarded at one blow. Consequently, we see some strange arrangements in which fulness is gathered up

in the front of the dress like a silk window blind, or caught round under the flowing pleats at the back or otherwise stowed away, as it were, in the least inconvenient place. This is not likely to last, because the art of plain skirts seems to be rapidly advancing, and probably by next year we shall have come back to the Reynolds ideal of plain, pleated skirts. In the meanwhile, moderation is the card to play in the matter both of fulness and of narrowness.—X and Z in the Globe.

## SCOUT CRUISERS IN THE UNITED STATES NAVY.

The Navy Department of the United States has recently issued a report upon the further set of trials of the scout cruisers *Birmingham*, *Salem*, and *Chester*, and a useful summary of the report, together with additional information by Rear-Admiral H. I. Cone, Engineer-in-Chief of the United States Navy, appears in *Engineering News* of September 1. As is well known, the three vessels are practically identical as regards hulls, and the boiler installation in the *Birmingham* is similar to that in the *Salem*. The boilers in the *Chester* have the same total grate area, but rather less heating surface than those of the other two vessels. The engines of the *Birmingham* are of the reciprocating type, vertical, inverted, four-cylinder, erect-acting triple-expansion, with unjacketed cylinders, and they operate twin screws. The *Chester* is propelled by a set of Parsons marine turbines, including six "ahead" and two "backing" turbines, which drive four independent propeller shafts; and the *Salem* is propelled by two Curtis impulse marine turbines, one to each of a pair of shafts.

Details of the earlier comparative trials of these three scouts were given in *The Times Engineering Supplement* of April 1, 1908, and July 29, 1908, but the present report considerably augments the information that was available at that time, and it sets forth the details of dimensions and equipment in a series of tables of considerable value. The object of these later tests was to compare the steam economy of the three types of propelling machinery represented by the three vessels respectively. Special water-measuring tanks were therefore installed in each ship to enable the steam used for propulsion, as well as the steam used for auxiliary purposes, to be correctly determined after condensation. The entire comparison included:—(1) Tests of auxiliary machinery; (2) boiler evaporative trials; (3) standardization runs over a measured mile to investigate the relation between the speed in knots and engine revolutions per minute; (4) measurements of steam consumption of main and auxiliary machinery with vessels under way; (5) tests of coal consumption for long cruises at various speeds; and (6) a full-power run for 24 hours. Great care appears to have been taken in the control of the fuel and in maintaining uniform displacement to ensure as nearly as possible trustworthy and accurate results. To measure the coal the bunkers were marked at intervals representing 100 cubic feet, so that by levelling at the beginning and end of a run the amount of coal consumed could at once be observed.

The report states that, with reciprocating engines, a "backing" power about equal to the ahead power is afforded without additional weight other than that of the stern screws, rods, and links. With turbines, "backing" power requires additional prime movers, and it is therefore necessary to restrict the equipment to the power actually demanded by tactical considerations, and this power is estimated to be 40 per cent. of the ahead power. With this limitation, the "backing" trials were carried out at speeds of 10, 15, 22, and 24 knots, and it was found that at all speeds the reciprocating engine provided better "backing" power than the Curtis turbines, and that the *Chester* is in this respect superior to the *Parsons* type. The difficulty of measuring the steam horse power in the *Salem* and *Chester* is admitted, and it is said that it was found to be in error of 20 per cent. at lower speeds, but at high speeds the figures are thought to be right to within 2 per cent. In point of economy, it was found that up to a speed of 20 knots, corresponding to half the designed full load of her engines, the *Birmingham* was the most efficient of the three vessels; but above 22 knots she became the least economical of them. On account of excessive gland leakage, the *Chester's* six-turbine combination proved to be less economical than a combination of five above 17 knots; and this five-turbine combination was more economical than a four-turbine combination up to the extreme high speed limit. Above 19 knots the four-turbine combination of the *Chester* was more economical than the *Salem's* equipment. The condenser plant of the *Birmingham* required the least steam in all the trials, except at full power, when the *Salem* had the advantage by 6 per cent. The *Chester* showed that her air pumps and arguerators consumed more than the wet and dry vacuum pumps of the *Salem*, but on the other hand the forced-draught installation in the *Chester* corresponded to a saving of steam per indicated horse power over the other vessels, from 6 per cent. at low powers to 16 per cent. at high powers; and it is also pointed out that at from 10 to 15 knots the *Chester* steamed at natural draught, while the other vessels required forced draught.

In the evaporative trials the tests were carried out only in the *Salem* and *Chester*, for it was considered that as the boilers of the *Birmingham* and *Salem* were similar, it was unnecessary to make these tests in the *Birmingham*. This is somewhat to be regretted, for the figures obtained from the *Birmingham* would have afforded a valuable check upon the general accuracy of the methods and operations. It was realized that the personal element enters into the coal-consumption comparison, especially as regards stokers; the rating of the personnel differed slightly in each vessel, but it was deemed to be impossible to frame any comparisons of the relative merits of the engineers' complements in the respective vessels. In view of the differences of steam consumption between the *Birmingham* and the turbine scouts, however, at cruising speed and at other speeds, a note giving the number of stokers actively engaged in each of the vessels at the various speeds in the long trials would have added to the value of the report in respect to the important question of the relative engine-room and boiler-room complements called for by the two types of propulsion.

The various tests have obviously a very important bearing upon the merits and demerits of installing a multiplicity of shafts and turbines in turbine vessels for war purposes, and they seem rather to confirm the growing opinion in favour of the simpler arrangement. It has of course to be remembered that as regards fuel the report is restricted to coal, and that oil fuel may to some extent vary the general conclusions; but in any case the report is a helpful addition to knowledge upon the broad issue, and the engineers of the world have reason to be grateful for the light that it sheds upon a series of problems of profound importance.

## PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

## EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

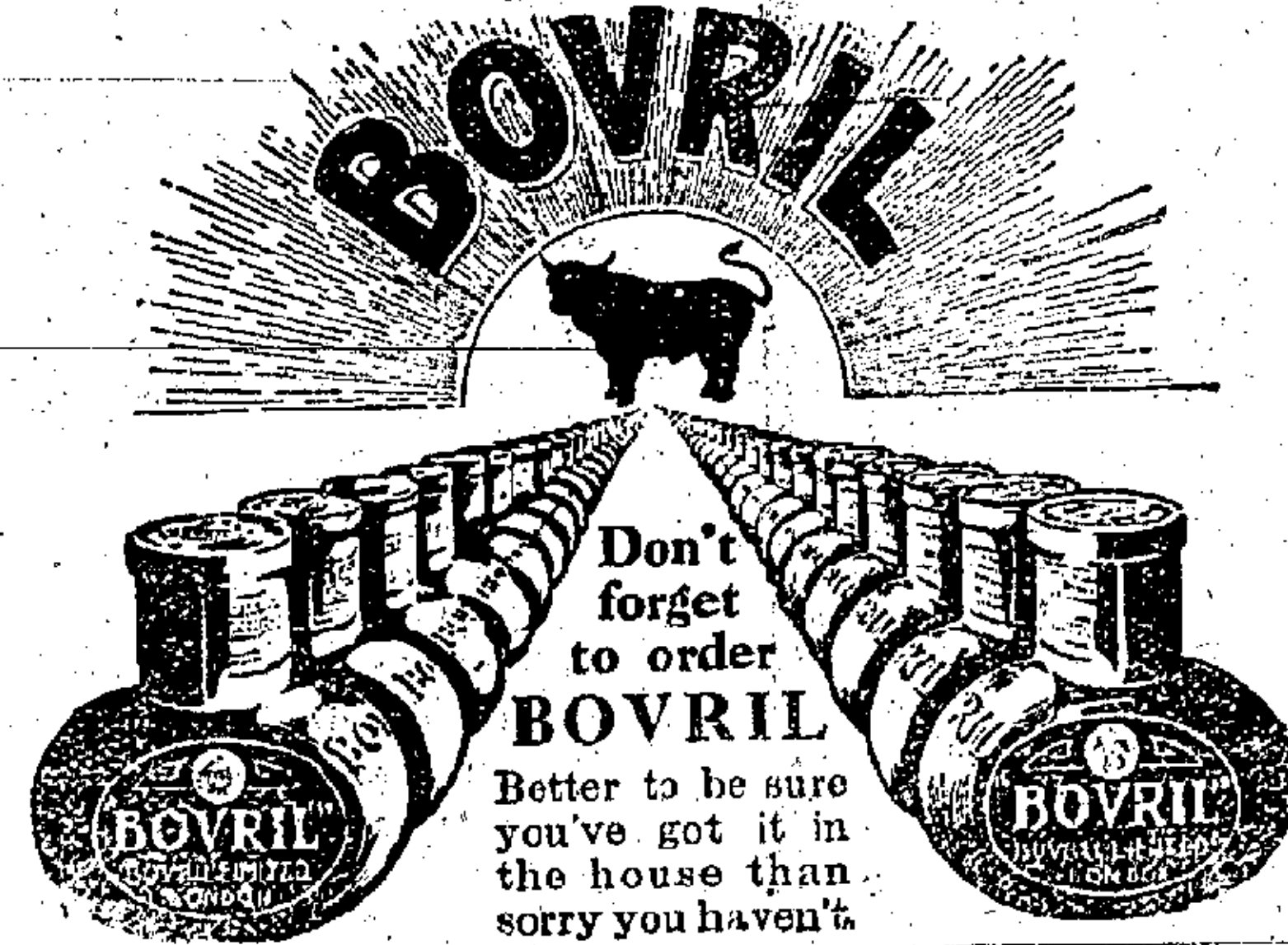
Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [886]

## LEA &amp; PERRINS' SAUCE

—gives a delightfully appetizing flavour to all Meat Dishes, Fish, Soup, Game, Cheese and Salad.

The Original and Genuine WORCESTERSHIRE.



## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

## BUY IT TO-DAY

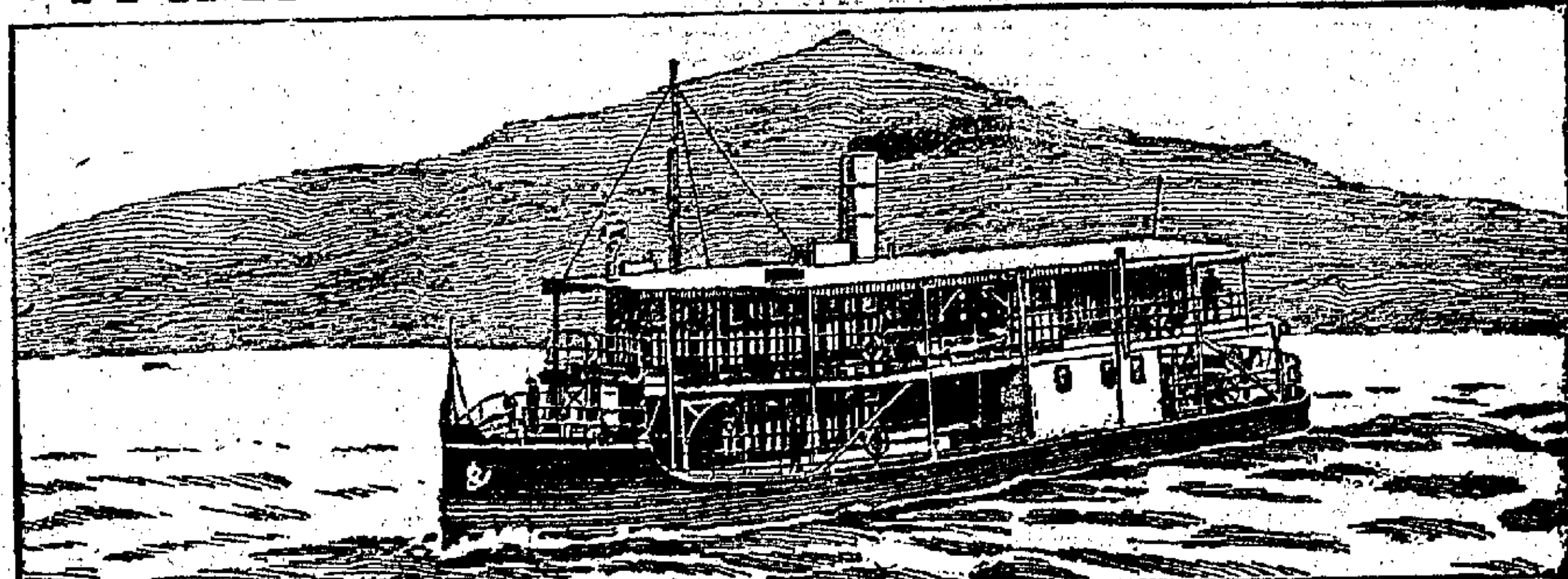
From any leading Chemist.

## MUSTARD &amp; COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Scotch Road, Shanghai.

## YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—

YARROW & Co., Ltd.; Shipbuilders, GLASGOW. (Formerly of, POPLAR, LONDON.)

## NAPIER 'JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS. UNVARIED FOR 150 YEARS. THE SAME TO-DAY AS IN 1745.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Hoses and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to S&S&G. at 66, 67 and

7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [545]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. 220

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co. [38]

Hongkong, 6th March, 1907.

## MERRYWEATHERS' HOSE.

"Dub Sub" (double substance) Brand. Hand-woven Canvas, Oak Bark. Lined to prevent rot. Specially suitable for Climate of China. Made at Greenwich Works.

The Best Hose is the Cheapest.

MERRYWEATHERS caution all Buyers against imitations. See that the name as well as the brand is on every length.

Write for "Hints on Hose," No. 261.

MERRYWEATHER & SONS.

62, Long Acre, W.C., London.

WORKS: GREENWICH, S.E., LONDON.

## SAVARESSE'S SANDAL CAPSULES.

Efficacious because absolutely pure. English Oil, not made of gelatine. Full directions. All Chemists.

Insist on SAVARESSE'S







1063-1

SINGAPORE, October 6.

1063

### AVERAGE MARKET PRICES.


[illegible]

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.

W. BOWEN-KOWLANDS,  
Secretary, Sanitary Board.

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

THORNES'S  
OLD VAT



THIS WAS LAST STARTED BY THE LATE ROBERT TROTT  
NO SPENDING AND HAS BEEN SOLD AT 100 CENTS

**SCOTCH WHISKY.**  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co. Ltd.

899

**MITSU BISHI GOSHI KWAISHA.**  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA  
OCHI, MUTABE, HOJO, NAMAZUTA,  
SAYO, SHINNEW and KAMIYAMADA,  
Collieries.

SOLE AGENTS FOR  
KISHIDAKE, MIYAO and KIGYO  
KOMATSU Co., Ltd.  
HEAD OFFICE:—MARUNOUCHI,  
TOKYO.

**BRANCH OFFICES:--NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.**  
Cable addresses for above: "IWASAKI"

Codes, AI, ABC 5th Ed., Western Union.

AGENCIES:—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: MESSRS. GHEARING & Co.  
HANKOW: MESSRS. GHEARING & Co.

For Particulars apply to  
H. OISHI,  
Manager,  
No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909. [574]

**NOTICE TO CONSIGNEES.**

**"DEVANHA"**

**FROM BOMBAY, COLOMBO AND  
STRAITS.**

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From London &c., ex s.s. "Macedonia."  
From Persian Gulf, ex B. I. S. N. and  
B. & P. S. N. Co's Steamers.

Optimal Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 13th October, 1910. [1]

## NOTICE TO CONSIGNEES

FROM SHANGHAI, KOBE AND MOI.

**T**HE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that the goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned the Undersigned.

DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, 13th October, 1910. [1188]

**A LING & CO..**  
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

---

Developing and Printing Undertaken.

Hongkong, 31st July, 1907 1546

LABUAN COAL.

**NOTICE—THIS COAL** can only be obtained from **THE LABUAN COAL FIELDS CO. LD.**, who are prepared to Supply **FRESH COAL** straight from the Mines. Steamers load at the Wharves. Quick despatches. Telegrams: "Labor Labuan."

**BRADLEY & Co., Agents.**  
Hongkong, 12th August, 1909. [1931]





A RETIRED MAJOR EXPLAINS HOW HIS HEALTH, IMPAIRED BY PAINFUL AILMENTS, WAS RESTORED BY DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

"Two years ago, when glancing over an interesting article in the Press concerning Dr.

**DR. WILLIAMS**

**PINK PILLS.**

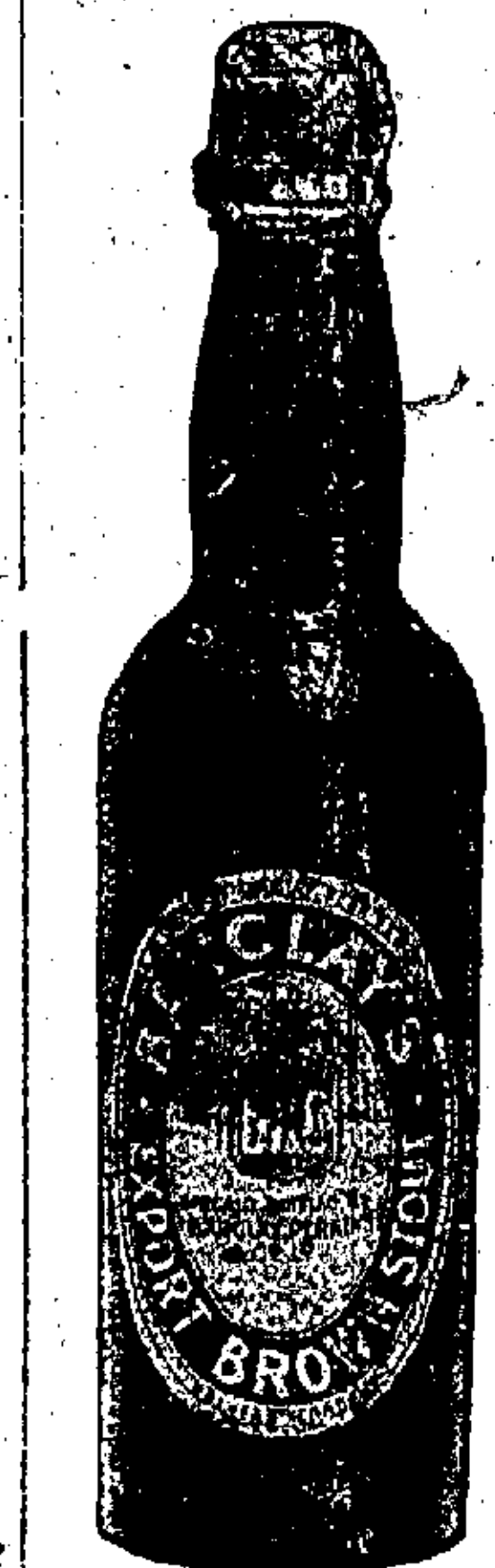
According to the late statistics, the number of educational institutions in the Chinese Empire aggregates 35,188, including colleges, industrial schools, girls' seminaries and primary schools, the last of which number 34,210. 63,937 teachers engage in educational work, of which 55,840 are primary-school teachers. Students number 8,464,2, including 780,325 elementary school children. On the basis of calculating the entire population of China at 406,180,000, the ratio of students to the inhabitants is approximately one in every 464. The province of Chihli (Peking included) leads with 8,524 institutions. Shantung comes next with 3,53, followed by Shensi, Kiangsu, Canton, Hupeh, and Honan in order. Kirin has the least number of schools, 35, while Heilungking has 72 and Hainking 401.

Chemists and stor  
throughout the world.

In the case of the United Kingdom, Germany, the United States, France, and Belgium, statistics are made up of the values of imports and exports up to July 31. These show that the upward tendency in all cases is unchecked. The United Kingdom's imports for these periods are valued at £320,241,000, as compared with £229,021,000 in 1909; while for the other three countries the most remarkable increase is that of the United States, where the imports amount in value to \$191,164,000, as against \$173,018,000. Germany shows a slight increase, her imports, which in 1909 were valued at £241,721,000, being now worth £242,394,000. The figures for France are \$151,801,000, as compared with \$145,177,000, and for Belgium \$85,213,000, as against \$80,480,000. Exports for the seven months shown, in the case of the United Kingdom, a remarkable increase in value, the figures being £242,974,000, as compared with £212,422,000, and also with Germany, the exports being valued at £176,817,000 in 1909 to £203,559,000 in 1910. The figures for the United States are \$186,529,000, as compared with \$183,699,000, for France £137,283,000, as compared with £127,474,000; and for Belgium \$65,453,000, as compared with \$57,084,000.

SINGAPORE, PENANG & CALCUTTA... ..	.. ..	GREGORY APPEL .. ..	Bul. str.	—	S. H. BOLSON... ..	DAVID SARBOON & Co., LTD.	On 17th inst., at No.
BATAVIA, CHERIHON, SAMARANG, &c. ... ..	.. ..	TSUMARI .. ..	Dut. str.	—	Bouman... ..	JAVA-CHINA-JAPAN LINE ... ..	Quick despatch.

THE  
DAIRY FARM CO., LTD.



DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	On 17th inst., at 10 A.M.
COPENHAGEN	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co	On 17th inst.
COPENHAGEN	PEKING	Swed. str.	—	—	OLOF WISI & Co, LTD.	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOJAVA	Ger. str.	k. w.	Hillebrandt	HAMBURG-AMERIKA LINIE	On 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SUEVIA	Ger. str.	k. w.	Porzelins	HAMBURG-AMERIKA LINIE	On 20th Nov.
HAVRE & HAMBURG VIA STRAITS &c.	C. FRED. LAEISE	Ger. str.	k. w.	Knaiss	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENESAMBA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 18th Nov.
MARSEILLE'S HAMBURG & ANTWERP &c.	ARMENIA	Ger. str.	k. w.	Reidts	HAMBURG-AMERIKA LINIE	On 24th inst.
MARSEILLE'S, &c. via PORTS OF CALL.	COORANIE	Frech. str.	—	Sollner	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE &c.	HIRANE MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE &c.	TAMARU MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 5th Nov., at D'light
MARSEILLE'S, LONDON & ANTWERP VIA SINGAPORE &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 23rd Nov., at D'light
MARSEILLE'S, HAVRE, & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Kottke	HAMBURG-AMERIKA LINIE	On 30th Nov.
MARSEILLE'S, GENOA, ALGIERES, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	F. Prosch	MELCHERS & Co	On 19th inst., at Noon
TILIBEST, &c. via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Raich	SANDER, WIELER & Co.	On 25th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAVELLI	Am. str.	—	—	SHAWAN, TOMES & Co.	On 22nd inst.
NEW YORK	LOTHIAN	Brit. str.	—	—	DODWELL & Co, LTD.	About 29th inst.
BOSTON & NEW YORK	INDRAWADI	Brit. str.	—	W. Gray Williams	JARDINE, MATHESON & Co, LD.	About 13th inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERIC	Brit. str.	—	G. B. McGill	DODWELL & Co, LTD.	On 20th inst.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC B. Co.	On 20th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC B. Co.	On 24th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	NOTREDALE	Brit. str.	2 m.	—	CANADIAN PACIFIC B. Co.	On 8th Nov., at Noon
VICTORIA, C.B. & PAC. M. VIA JAPAN	CHIMURA MARU	Jap. str.	—	I. Goto	OKASA SHOSHEN KAISHA	On 2nd Nov., at Noon
VICTORIA, C.B. & SEATTLE, VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 2nd Nov., at Noon
CALLAO, QUILQUE, &c. via JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd inst., at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Isoko	MELCHERS & Co	On 5th Nov., at D'light
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 25th Nov., at Noon
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	F. Isoko	MELCHERS & Co	About 18th inst.
YOKOHAMA	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 23rd inst.
KOBE & YOKOHAMA	ARI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 26th inst., at Noon
JAPAN	TUPANAS	Dut. str.	—	J. B. v. Damme Jellish	JAVA-CHINA-JAPAN LIGN	Quick despatch
TIENTSIN	CHIPSINGH	Brit. str.	—	F. Mcneay	JARDINE, MATHESON & Co, LD.	On 22nd inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	BINGO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 14th inst., P.M.
SHANGHAI	LONGANG	Brit. str.	—	—	JARDINE, MATHESON & Co, LD.	To-day, at Noon, at D'light
SHANGHAI, MOJI, KOBE & YOKOHAMA	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co, LD.	To-morrow, at Daylight
SHANGHAI	JAPAN	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	About 13th inst.
SHANGHAI	LINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	To-day, at Night.
SHANGHAI, KOBE YOKOHAMA & MOJI	PEKING	Swed. str.	—	—	OLOF WISI & Co, LTD.	On 18th inst.
SHANGHAI, KOBE & MOJI	ABRAHAM ATCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & Co, LTD	On 17th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	CHINA	Aus. str.	—	Pavishich	SANDER, WIELER & Co.	On 18th inst., P.M.
SHANGHAI TSINGTAU, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	P. Grosch	MELCHERS & Co	About 19th inst.
SHANGHAI	CHINMUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 2nd inst., at 4 P.M.
SHANGHAI	SENESAMBA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 21st inst.
SHANGHAI	ADADIA	Brit. str.	—	P. O. Thomas	P. & O. S. N. Co.	On 24th inst.
SHANGHAI	CHARTONNEL	Frech. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 24th inst., P.M.
SHANGHAI	BUJUN MARU	Jap. str.	—	S. Yamane	OKASA SHOSHEN KAISHA	On 27th inst., at 10 A.M.
SHANGHAI	POOKANG	Brit. str.	—	—	JARDINE, MATHESON & Co, LD.	On 2nd inst., at Noon
SHANGHAI	SUEVIA	Ger. str.	k. w.	Kottke	HAMBURG-AMERIKA LINIE	On 4th Nov.
SHANGHAI & YOKOHAMA	CANTON	Swed. str.	—	—	OLOF WISI & Co, LTD.	On 11th Nov.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	MELCHERS & Co	On 6th Dec.
SHANGHAI	TJIKINI	Dut. str.	—	H. Koops	JAV. CHINA-JAPAN LIGN	Quick despatch
ANPING VIA SWATOW & AMOY	SORU MARU	Jap. str.	—	Y. Yamamoto	OKASA SHOSHEN KAISHA	On 26th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIUN MARU	Jap. str.	—	Y. Kaburaki	OKASA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAYMON	Brit. str.	9 h	A. C. Stewart	BUTTERFIELD & SWIRE	On 2nd inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h	W. W. Passmore	DOUGLAS LIPAIRK & Co.	On 18th inst., at Noon
SWATOW, AMOY & FOOCHOW	HAIVANG	Brit. str.	2 h	J. W. Swans	DOUGLAS LIPAIRK & Co.	On 21st inst., at 11 A.M.
SWATOW, CHEFOO & TIENTSIN	KUICHOW	Brit. str.	1 m.	A. E. Hodgins	DOUGLAS LIPAIRK & Co.	On 23th inst., at 11 A.M.
MANILA	ZAPITO	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	A. Fraser	SHAWAN TOMES & Co.	To-day, at Noon
MANILA	YUENSANG	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co, LD.	On 21st inst., at Noon
MANILA	TEAN	Brit. str.	1 m.	R. Rodger	SHAWAN, TOMES & Co	On 22nd inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
MANILA	SUKKILANG	Brit. str.	1 m	S. A. Hard	JARDINE, MATHESON & Co, LD.	On 23th inst., at 4 P.M.
MANILA	BOONRO	Ger. str.	—	F. Semblil	MELCHERS & Co	On 21st inst., at 4 P.M.
MANILA	CYTON MARU	Jap. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	On 25th inst., P.M.
ROMBAY VIA SINGAPORE, & COLOMBO	KUM-ANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co, LD.	On 15th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	GREOXY APCAR	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co, LTD.	On 17th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	TIWARI	Dut. str.	—	Booman	JAVA-CHINA-JAPAN LIGN	Quick despatch.



## SHIPPING.

**ARRIVALS.**  
 ANSAVE, British str., 7,500. Owen Jones, R.N.E., 14th October—Shanghai 11th Oct., General P. & O. S. N. Co.  
 BORNEO, German str., 1,344. T. Semblin, 13th October—Sundakan 8th October, Timber and General—Melchor & Co.  
 FRI, Norwegian str., 14th October—Canton.  
 HAIMUN, British str., 641. A. H. Stewart, 14th October—Swatow 13th Oct., General—Douglas, Lippin & Co.  
 HANGSANG, British str., 14th Oct.—Canton.  
 INDRAVADI, Brit. str., 3,369. W. G. Williams, 14th Oct.—Koolung 12th Oct., General—Jardine, Matheson & Co.  
 KUMERIC, British str., 4,006. G. B. McGill, 13th October—Manila, P.I., 11th October, Doolwell & Co.  
 LINAN, British str., 14th October—Canton.  
 LOKSANG, British str., 14th Oct.—Canton.  
 PAOTING, British str., 14th October, J. Smith, BORILLA, British transport, 4,240. J. Smith, 14th Oct.—Southampton 10th October.  
 RUTHENBERG, British str., 2,742. W. Gay, 14th October—Cardiff, Coal—Doolwell & Co.  
 SELJA, American str., 2,789. Olaf Lu, 14th October—Portland 5th Sept., Lumber and Flour—P. & A. S. S. Co.  
 TAMING, British str., 1,350. G. H. Pennefather, 14th October—Manila 11th Oct., Hemp and General—Butterfield & Swire.

**CLEARANCES.**  
 AT THE HARBOUR MASTER'S OFFICE.  
 14th October.  
 ANSAVE, British str., for Europe, &c.  
 FRI, Norwegian str., for Newchwang.  
 KUMERIC, German str., for Bangkok.  
 KUMERIC, British str., for Singapore.  
 LOKSANG, British str., for Sundakan.  
 MANUSANG, British str., for San Francisco.  
 NIPPON MARU, Jap. str., for Hiohwa.  
 SIGMA, German str., for Hiohwa.  
 TILDA, Dutch str., for Shanghai.  
 ZEPHYR, British str., for Manila.

**DEPARTURES.**  
 CHEONGSHING, British str., for Tientsin.  
 DAGNY, Norwegian str., for Newchwang.  
 CLANGORASHIRE, British str., for Saigon.  
 HAYANG, British str., for Swatow.  
 HUPEN, British str., for Canton.  
 KAFONG, British str., for Amoy.  
 LOONGSANG, British str., for Manila.  
 LOTAL, German str., for Canton.  
 MATHILDE, German str., for Hiohwa.  
 PAOTING, British str., for Amoy.  
 YUNNAN, British str., for Canton.  
 WINGANG, British str., for Swatow.

**SHIPPING REPORTS.**  
 The British str. Taming reports: Strong N.E. wind and rough sea throughout the voyage.

## VESSELS IN DOCK.

TAIKOO DOCK.—Union.  
 September 26th.

## VESSELS EXPECTED.

**THE AUSTRALIAN MAIL.**  
 The I.G.M. str. *Prinz Waldemar* left Manila on the 13th inst., at 11 p.m., and may be expected here to-morrow at 6 a.m.  
 The E. & A. str. *Empire* from Sydney, &c., left Port Darwin on the 11th inst. for Timor, Manila and this port.

**THE AMERICAN MAIL.**  
 The P.M. str. *China* left Yokohama on the 9th inst. for Hongkong, and is due here on the 18th inst.  
 The P.M. str. *Manchuria* sailed from San Francisco on the 27th ultimo for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 28th inst.

The T.K.K. str. *Chiyo Maru* sailed from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st inst.  
 The P.M. str. *Asia* left San Francisco on the 11th inst. en route to Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive at this port on the 8th prox.

**THE GERMAN MAIL.**  
 The I.G.M. str. *Prinzess Alice*, carrying the German Mails with dates from Berlin of the 21st ultimo, left Colombo on the 9th inst. p.m., and may be expected here on or about the 20th inst.

**THE CANADIAN MAIL.**  
 The C.P.R. Co.'s str. *Monteagle* arrived at Nagasaki at 4 p.m. on the 12th inst., and left again at 6 a.m. on 13th inst. for Shanghai, where she is due to arrive at 9 a.m. on the 15th inst.  
 The C.P.R. Co.'s str. *Empress of China* arrived at Kobe at 5 p.m. on the 13th inst., and left again at midnight same day for Shanghai, where she is due to arrive at 1 a.m. on the 17th inst.

**THE INDIAN MAIL.**  
 The Indo-China str. *Kochang* left Calcutta for this port via the Straits on the 10th inst., and may be expected here on or about the 26th inst.

**MERCHANT STEAMERS.**  
 The Moggy Line str. *Sikh* sailed from Singapore on the 9th inst., and is due here to-day.  
 The Austrian Lloyd's str. *China* left Singapore for this port on the 10th inst., and is due here to-morrow.

The P. & O. S. N. Co.'s str. *Japan* left Singapore for this port on the 11th inst., at 7 a.m., and is due here to-morrow at about noon.

The Barber Line str. *Suruga* sailed from New York on the 21st ultimo for Hongkong, via the Straits.

The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 3rd inst. for this port, via the usual ports of call.

The Barber Line str. *Shimosa* sailed from New York on the 6th inst. for Hongkong via the Straits.

The H. A. Line str. *Senegambia* left Singapore on the 12th inst. a.m., and may be expected here on or about the 13th inst. p.m.

The Swedish East Asiatic str. *Peking* is expected to arrive here on the 18th inst.

The G.N. str. *Minnesota* left Kobe for this port via Nagasaki and Manila on the 8th inst., and is expected here on the 21st inst.

The O.S.K. str. *Chicago Maru* from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th inst., and is expected here on or about the 23rd inst.

The Eng. Hok Fong S.S. Co.'s str. *Persia* sailed from Guaymas, Mexico, on the 27th ult. p.m., and is due here on or about the 25th inst.

The Swedish East Asiatic str. *Canton* left Port Said on the 12th inst., and is expected to arrive here on the 11th prox.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1911.

### PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

STREAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	Steamer	Tons	SATURDAY
DELHI	8000	MANTUA	11600	March 4
ARCADIA	7000	MALWA	11900	March 18
ASSAYE	7500	MACEDONIA	10500	April 1
MARMORA	10500	(Through Steamer calling at Bombay)		April 15
DEVANHA	8000	MOLDAVIA	10000	April 29
DELHI	8000	MONGOLIA	10000	May 13
ASSAYE	7500	MOREA	11000	May 27
DELTA	8000	MOOLTAN	10000	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
 1st SALOON £71.10 SINGLE £106.14 RETURN.  
 2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transit) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

STREAMERS	Leave HONGKONG	Due LONDON
Tonnage	about	about
SUNDA	January 25	March 11
NUBIA	February 8	March 25
SYRIA	March 3	April 24
NOBE	March 22	May 5
PALAWAN	March 25	May 22
BORNEO	April 5	May 19
SICILIA	April 19	June 3
SUMATRA	May 3	June 17
NILE	May 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
 FARES TO LONDON (Including Surtax):  
 1st SALOON £55.0 SINGLE £82.10 RETURN.  
 2nd £38.10 £57.4

Carry 1st and 2nd Saloon Passengers.  
 For further Particulars, apply to—  
 E. A. HEWETT, SUPERINTENDENT.

# THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail on or About
KUMERIC	6,232	G. B. McGill	20th October.
ATYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.  
 These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
 DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.  
 Hongkong, 9th September, 1910.

# CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong	SAT., 29th Oct.	From Quebec	FRIDAY, 25th Nov.
"EMPRESS OF CHINA"	SAT., 8th Nov.	"ALLAN LINE"	
"MONTEAGLE"	TUESDAY, 19th Nov.	"EMPRESS OF BRITAIN"	FRI., 16th Dec.
"EMPRESS OF INDIA"	SAT., 17th Dec.	"ALLEN LINE"	FRIDAY, 13th Jan.
"EMPRESS OF JAPAN"	SAT., 14th Jan.	"ALLAN LINE"	FRIDAY, 10th Feb.
"EMPRESS OF CHINA"	SAT., 25th Jan.		
"MONTEAGLE"	WED., 25th Jan.		

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 NOON.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" Steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, Service of China and Japan Governments. Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Feller Street and Praya, opposite Blake Pier.

71

# MESSAGERIES MARITIMES

FRENCH MAIL LINES.  
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonel	On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Sellier	On 25th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Nov., P.M.
MARSEILLES VIA PORTS	"DUMBEA" Capt. Rebatat	On 8th Nov., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 30 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.  
 Hongkong, 12th October, 1910.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	Tons	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. Isenke	6,100	About 18th October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITELFRIEDRICH" Capt. F. Prosch	16,000	Wed., 19th Oct., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZESS ALICE" Capt. P. Grosch	20,300	About 19th Oct.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblin	5,050	End of October.
MANILA, YAP, MAROUN, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isenke	6,100	Saturday, 5th Nov., at Daylight

Fitted with wireless Telegraphy New System of Telefunken.  
 For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHERS & Co., GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 14th October, 1910.

# PASSENGER SEASON 1911. IN 25 DAYS TO ITALY

BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.	ON	DATE
"PRINZESS ALICE" - 20,300	ON	MARCH 22ND.
"LUETZOW" - 17,300	ON	APRIL 5TH.
"KLEIST" - 17,000	ON	APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Fitted with Wireless Telegraphy.  
 Early booking recommended.  
 For Particulars, apply to

MELOHERS & Co., GENERAL AGENTS.  
 Hongkong, 15th September, 1910.

# SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STREAMERS.	DATE OF SAILINGS.
SHANGHAI, KOBE, YOKOHAMA & MOJI	"PEKING"	On 18th October.
SHANGHAI & YOKOHAMA	"CANTON"	On 11th November.
COPENHAGEN	"PEKING"	On 25th November.

For Freight and Further Particulars, apply to  
 TELEPHONE No. 171.  
 OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.  
 Hongkong, 14th October, 1910.

# HONGKONG-NEW YORK.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA" Captain Paviesich, will leave for the above places on TUESDAY, the 18th inst., P.M.

This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewards.

For Freight or Passage, apply to  
 SANDER, WIELER & Co., Agents, Princess Building.  
 Hongkong, 12th October, 1910.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "LOTHIAN" On or about 29th Oct. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.  
 Hongkong, 14th October, 1910.

1172

## VESSELS ON THE REFRTH

"INDRA" LINE, LIMITED.  
 FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI" Captain W. Gray Williams, will be despatched as above on or about the 13th October. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.  
 Hongkong, 20th September, 1910. [108]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SINGAPORE, PENANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE" Captain Owen Jones, R.N.E., carrying 1115 Majesty's Mails, will be despatched from this for Bombay, &c., TO-DAY, the 15th October, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "INDIA", 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and the East for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA", due in London on the 26th November, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
 E. A. HEWETT, Superintendent.  
 Hongkong, 3rd October, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR" Captain W. D. A. Thomas, will be despatched for the above Ports on MONDAY, the 17th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 24 Days). Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, \$120.  
 For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd., Agents.  
 Hongkong, 12th October, 1910. [1167]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"GREGORY APCAR" Captain S. H. Belson, will be despatched for the above Ports on MONDAY, the 17th inst., at Noon.

For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd., Agents.  
 Hongkong, 12th October, 1910. [1168]

FOR VANCOUVER.

THE Steamship

"KUMERIC" FROM HONGKONG, ON THURSDAY, THE 20th OCTOBER, FOR VANCOUVER DIRECT.

To be followed by  
 ATYMERIC ... 20th Nov.  
 SUVERIC ... 14th Dec.  
 OCEANO ... 17th Jan. 1911.  
 KUMERIC ... 9th Febr.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY Co., Hongkong.  
 Hongkong, 14th October, 1910 [1171]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUMI AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA" Captain Raich, will be despatched as above on WEDNESDAY, 20th OCT., P.M.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to  
 SANDER, WIELER & Co., Agents, Princess Building.  
 Hongkong, 1st October, 1910. [5]



HONGKONG METEOROLOGICAL REGISTER.					
Hongkong Observatory, October 14th					
	Prev. day.	To-day.	On Date at 4 p.m.		
Barometer .....	30.06	30.12	30.02		
Temperature .....	74	74	74		
Humidity .....	75	78	74		
Wind Direction .....	ESE	East	E		
Force .....	2	2	2		
Weather .....	b	b	b		
Rain .....	—	—	—		
Highest open air temperature on 13th.....78					
Lowest open air T <sup>m</sup> perature on 13th..... 66					
HONGKONG TIDE TABLE.					
From Oct ber 15th to 21st, 1910.					
HIGH WATER.			LOW WATER.		
Day of Month.	Hour of High Water.	Height.	Day of Month.	Hour of Low Water.	Height.
Oct. 16	h. m.	f. c.	Oct. 17	h. m.	f. c.
16	5 12	4.8	17	0 18	4.7
17	5 09	4.8	18	1 17	4.6
18	5 06	4.8	19	2 16	4.5
19	5 04	4.8	20	3 15	4.4
20	5 02	4.8	21	4 14	4.3
21	5 00	4.8	22	5 13	4.2
22	4 58	4.8	23	6 12	4.1
23	4 56	4.8	24	7 11	4.0
24	4 54	4.8	25	8 10	3.9
25	4 52	4.8	26	9 09	3.8
26	4 50	4.8	27	10 08	3.7
27	4 48	4.8	28	11 07	3.6
28	4 46	4.8	29	12 06	3.5
29	4 44	4.8	30	1 05	3.4
30	4 42	4.8	31	2 04	3.3
31	4 40	4.8			
LOW WATER.			HIGH WATER.		
Day of Month.	Hour of Low Water.	Height.	Day of Month.	Hour of High Water.	Height.
Oct. 16	h. m.	f. c.	Oct. 17	h. m.	f. c.
16	11 36	2.9	17	0 36	2.8
17	11 33	2.9	18	1 35	2.7
18	11 30	2.9	19	2 34	2.6
19	11 27	2.9	20	3 33	2.5
20	11 24	2.9	21	4 32	2.4
21	11 21	2.9	22	5 31	2.3
22	11 18	2.9	23	6 30	2.2
23	11 15	2.9	24	7 29	2.1
24	11 12	2.9	25	8 28	2.0
25	11 09	2.9	26	9 27	1.9
26	11 06	2.9	27	10 26	1.8
27	11 03	2.9	28	11 25	1.7
28	11 00	2.9	29	12 24	1.6
29	10 57	2.9	30	1 23	1.5
30	10 54	2.9	31	2 22	1.4
31	10 51	2.9			





## PRIMAS BOTTLES

KEEP DRINKS WARM AND COLD.

All different styles may be seen at my Office, where also a small stock is kept.

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Nippon Maru	Saturday, 15th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		Registration, 10.00 A.M.
		Registration, 10.00 A.M.
		No late fee.
Singapore, Penang and Calcutta	Kunming	Saturday, 15th, 10.00 A.M.
Manila	Zafra	Saturday, 15th, 10.00 A.M.
Shanghai	Tykin	Saturday, 15th, 10.00 A.M.
Shanghai	Lokang	Saturday, 15th, 10.00 A.M.
Europe, &c., India via Tuticorin		Saturday, 15th, 10.00 A.M.
(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)		
(Supplementary mail on board up to time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Nowelwang	Fri	Saturday, 15th, 1.00 P.M.
Macao	Sui Tai	Saturday, 15th, 1.00 P.M.
Singapore	Indragada	Saturday, 15th, 5.00 P.M.
Shanghai	Huanggang	Saturday, 15th, 5.00 P.M.
Shanghai	Linan	Saturday, 15th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		Registration, 4.15 P.M.
		(Registration, with late fee of 10 cents up to 5.00 P.M.)
		Letters, 6.00 P.M.

Swatow, Amoy and Tamsui	Haiman	Sunday, 16th, 9.00 A.M.
Shanghai, Kobe and Moji	Daijin Maru	Sunday, 16th, 9.00 A.M.
Macao	Arakawa	Sunday, 16th, 11.00 A.M.
Swatow, Amoy and Foochow	Arakawa	Monday, 17th, 1.15 P.M.
Bangkok	Haiting	Tuesday, 18th, 11.00 A.M.
Singapore, Penang and Calcutta	Gregory	Tuesday, 18th, 11.00 A.M.
Shanghai, Yokohama and Kobe	China	Tuesday, 18th, 1.00 P.M.
Manila	Tuning	Tuesday, 18th, 3.00 P.M.
Singapore, Penang and Colombo	Nore	Wednesday, 19th, 9.00 A.M.
Swatow	Haiman	Wednesday, 19th, 10.00 A.M.
Europe, &c., India via Tuticorin		Wednesday, 19th, 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Moji, Kobe, Yokohama, San Francisco and Portland	Seiji	Thursday, 20th, 11.00 A.M.
Shanghai	Chinshua	Thursday, 20th, 3.00 P.M.
Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Aldenhams	Friday, 21st, 10.00 A.M.
Swatow, Amoy and Foochow	Hailan	Friday, 21st, 10.00 A.M.
Manila	Yuenang	Friday, 21st, 3.00 P.M.
Hoilo and Cebu	Sungshang	Friday, 21st, 3.00 P.M.
Moji, Kobe, Yokohama, Honolulu, Manzanillo, Santa Cruz, Callao, Iquique and Valparaiso	Buyo Maru	Saturday, 22nd, 11.00 A.M.
Manila	Rubi	Saturday, 22nd, 11.00 A.M.
Swatow, Chooch and Tientsin	Kueichow	Saturday, 22nd, 3.00 P.M.
Europe, &c., India via Tuticorin		Saturday, 22nd, 3.00 P.M.
(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	Empress of China	Sunday, 23rd, 10.00 A.M.
		Registration, 10.00 A.M.
		Registration, 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
		Letters, 11.00 A.M.
		Registration, 4.00 P.M.
		Registration, 5.00 P.M.
		Registration, 5.00 P.M.
		Letters, 6.00 P.M.

**MONEY LETTERS**—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

**Mails for CANCER, KUCHOW and SAMSHU** will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

**A Mail for MACAO** is despatched per Sui An on week-days at 7.15 a.m., on Sundays the mail for Macao is closed at 8 a.m.

**Mails for NANTAU and SUABU** are closed every week-day at 6 p.m.

**Mails for KONGMOON and KUCHUK** are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.

**A mail for Long Island (Cheung Chow)** will be despatched per steam launch Hoi Yuen daily at 2.30 p.m.

TELE. ADDRESS MARINEWORK. 司公限有林威積 PHONE 358.

**WILLIAM C. JACK & CO., LTD.**

**Gas Lighting, Heating and Cooking.**

The most Efficient, Economical, and Reliable is the

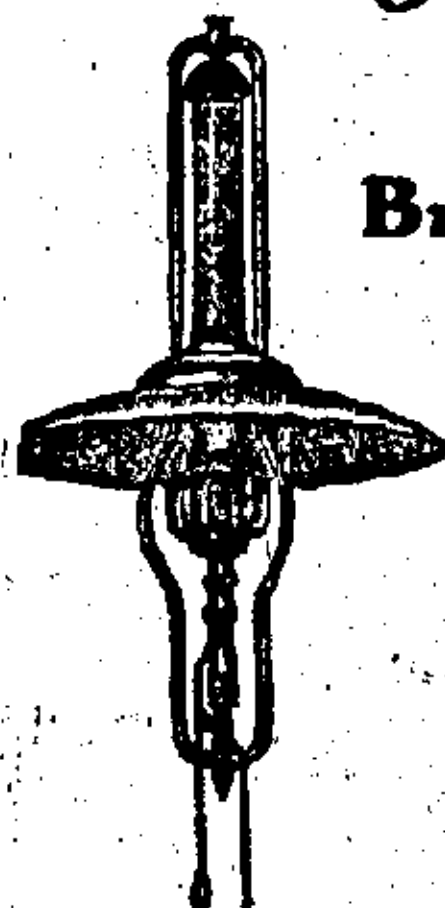
**British Welsbach System.**

The Welsbach guaranteed burners, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but the most beautiful of all lights.

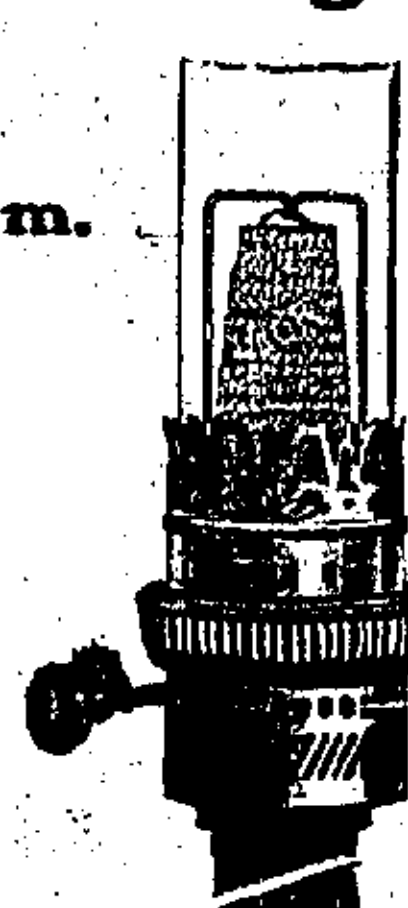
Also the Welsbach Kerosene Incandescent Lamp gives the highest results with the lowest consumption.

Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show-rooms

**14, Des Voeux Road, Central, Hong Kong.**  
(Sole Agents for The Welsbach Incandescent Gas Light Co., Ltd., London.)



14, Des Voeux Road, Central, Hong Kong.  
(Sole Agents for The Welsbach Incandescent Gas Light Co., Ltd., London.)



Welsbach Incandescent Petroleum Burner.

## COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 14th.

ON LONDON :—		
Telegraphic Transfer	.....	1101
Bank Bills, on demand	.....	1102
Bank Bills, at 30 days' sight	.....	1103
Bank Bills, at 4 months' sight	.....	1104
Credits, at 4 months' sight	.....	1105
Documentary Bills 4 months' sight	.....	1106
ON PARIS :—		
Bank Bills, on demand	.....	2341
Credits, at 4 months' sight	.....	2342
ON GERMANY :—		
On demand	.....	1901
ON NEW YORK		
Bank Bills, on demand	.....	451
Credits, at 60 days' sight	.....	452
ON BOMBAY :		
Telegraphic Transfer	.....	1381
Bank, on demand	.....	1382
ON CALCUTTA :		
Telegraphic Transfer	.....	1381
Bank, on demand	.....	1382
ON SHANGHAI :—		
Bank, at sight	.....	731
Private, 30 days' sight	.....	741
ON YOKOHAMA :—		
On demand	.....	91
ON MANILA :—		
On demand	.....	92
ON SINGAPORE :—		
On demand	.....	791
ON BATAVIA :—		
On demand	.....	1111
ON HAIPHONG :—		
On demand	.....	1112
ON SAIGON :—		
On demand	.....	1113
ON HONGKONG :—		
On demand	.....	84
SOVEREIGNS, Bank's Buying Rate	.....	\$1075
GOLD LEAF, 100 fine, per tola	.....	\$56.40
BAR SILVER, per oz.	.....	25 1/2

SUBSIDIARY COINS.	per cent
Chinese	20 cents pieces, \$3.95 discount
Chinese	10 " \$3.76
Hongkong	20 " \$4.00
Hongkong	10 " \$4.00

## SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 14TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$920, sellers \$286, 10/
National Bank of China, Limited	99,925	27	26	\$80, buyers
Bank of China, Limited	8,604	12/6	12/6	\$8, sellers
Bank of Communications, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$1.30, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$34, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50.
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$6	\$174, x div. buy.
<b>DOCK AND WHARF</b>				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Wharves & G. Co., Ltd.	50,000	\$50	\$50	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$50	\$50	\$50, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
<b>FENWICK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$9, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$4.65, sales
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	\$10	\$210, buyers
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$99, sellers
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$25	\$74.
<b>HONGKONG ICE COMPANY, LIMITED</b>	5,000	\$25	all	\$135.
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	60,000	\$10	\$10	\$20, sellers
<b>HONGKONG SOUTH CHINA STEAM FISHERIES CO., LTD.</b>	15,000	\$10	\$7	\$7.
<b>INSURANCE</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$67.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$112, sellers
North-China Insurance Co., Limited	10,000	\$15	\$15	\$37, sellers
Union Insurance Society, Limited	12,400	\$250	\$60	\$195, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$100	\$100, sales
<b>LANDS AND BUILDINGS</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	all	\$74, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$32, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	Tls. 111.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	\$50	\$39, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$50, buyers
<b>MINING</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Barrick Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7, sellers
<b>PEAK TRAMWAYS CO., LIMITED</b>	25,000	\$10	all	\$13, sellers
<b>PHILIPPINE CO., LIMITED</b>	50,000	\$10	\$1	\$14, sellers
<b>REFINING</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sellers
Lat Pau Sugar Refining Co., Limited	7,000	\$100	all	\$15.
<b>ROBINSON PIANO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES</b>				
China and Malacca Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Malacca Steamship Co., Limited	20,000	\$50	all	\$22, sellers
Hongkong, Canton & Malacca S.S. Co., Ltd.	80,000	\$15	\$15	\$11, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sol. \$5.10/
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$3, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$10, sales
South China Morning Post, Limited	10,000	\$10	\$5	\$24, sellers
Steam Laundry Company, Limited	6,000	\$25	\$5	\$5, sellers
<b>STORES AND DISPENSARIES</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$58, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$11, sellers
United Waterboat Co., Limited	100 fiders	\$10	\$10	\$8, sellers
<b>BUSINESS</b>				
Allagura	750,000	2/	all	5/3
Anglo-Malays	1,500,000	2/	all	24/
Balgownie	151,200	2/	all	\$13 (Sta.)
Batu Tiga	70,000	2/	all	100/
Bukit Kajang	60,000	2/	all	63/6
Castledale, fully paid	30,000	2/	all	117/6
Cheviots	70,000	2/	all	13/9 prem.
Eastern and International	250,000	2/	all	107/6 ex. div.
Highlands and Lowlands	307,143	2/	all	6/ prem.
Kamuning	1,825,000	2/	all	16/6
Kuala Lumpur	180,000	2/	all	75/
Latus	100,000	2/	all	45/ x. div.
Leedbury	100,000	2/	all	12/3
Linggis	900,000	2/	all	5/6
London Asiatics	1,255,000	2/	all	6/3
London Ventures	1,750,000	2/	all	\$30 (Sta.)
Meridians	45,000	\$10	all	\$31 (Sta.)
Pegoh	50,000	\$2	all	72/6
Sandoroff	100,000	\$1	all	\$14 (Sta.)
Sanyong	65,000	\$1	all	10/
Shelfords	125,000	\$2	all	103/9
Singapore and Johore	995,000	2/	all	103/9
Sumatra Paras	90,000	2/	all	103/9
Sungei-Kapars	90,000	2/	all	103/9
United Serdangs	170,000	\$1	all	103/9

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 7,767,200	Tls. 250	7% p. annum	Par.
			VERNON & SMYTH, Share-Brokers	

# THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have elapsed since their business was established.

## MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

TO-DAY.  
Noon—Twenty-ninth Ordinary Meeting of Canton Insurance Office Ltd.  
3.30 P.M.—Fifth Meeting of Hongkong Gymkhana Club at Happy Valley.

**FORTHCOMING EVENTS.**  
Monday, 17th Oct.—Harnston's Circus at Canoway Bay, 9 P.M.  
Thursday, 20th Oct.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough, Noon.  
Wednesday, 2nd Nov.—Meeting of Licensing Board in Council Chamber, 2.15 P.M.

**OPIMUM.** October 8th.  
Quotations are:—  
Malwa New ... \$2.25/2.30 per picul.  
Malwa Old ... \$2.30/2.35 " "  
Malwa Old ... \$2.35/2.40 " "  
Persian fine quality ... \$1.40/1.50 " "  
Persian extra fine ... \$2.00 " "  
Patna New ... \$2.30 per chest.  
Patna Old ... \$2.30 " "  
Benares New ... \$2.30 " "  
Benares Old ... \$2.25 " "

**INSURANCE**  
**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
WITH WHICH IS INCORPORATED THE  
**OCEAN MARINE INSURANCE CO.**  
TOTAL FUNDS AT 31st DECEMBER, 1909  
£19,875,357.

I. Authorised Capital ... \$6,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 4,488,135 6 7

The Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 19th July, 1910. [789]

## DENTISTRY

**DR. M. H. CHAUN.**  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [1022]

## SIEN TING

**SURGEON DENTIST.**  
No. 10, D'AGUILA STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [1083]

## SINGON &amp; Co.

**IRON, Steel, Metal and Hardware Merchants.**  
Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandeliers. Nos. 35 & 37, HING LOONG STREET, (2nd Fl., west of Central Market). Telephone No. 515. [496]

## PASSENGERS.

ARRIVED.  
Per Kumeria, from Manila, Mr. C. Rogers.  
Per Rohila, from Southampton, Major L. E. B. Dyker, E.G.A.  
Per Taming, from Manila, Madames Francis, Good, Pollock and Bates, Miss Tennant, Messrs Russell, Johnson, Cobb and Grace.  
Per Assaye, for Hongkong, from Shanghai, Mr. J. Dittmar, Mrs. Biddell, Mr. and Mrs. White, Mr. J. Saunders, Mr. Frischen, Count and Countess de Mont, Mr. and Mrs. Swift, Mr. T. Finnimore, from Yokohama, for Singapore, Mr. P. Leamon, Mr. and Mrs. Orr, and Mr. Andral; for London, Miss Lowe, Miss Lloyd Thomas, Mr. and Mrs. Drinkle and infant; from Kobe, for Singapore, Mr. and Mrs. Abe; from Shanghai, for Singapore, Mr. A. Smith and Dr. Riddell; for Bombay, Mr. F. Vicojee and Mr. P. Karanjee.

## VISITORS AT HOTELS.

Hongkong Hotels.

Mr. C. H. Allen	Miss A. Leigh
Mr. J. I. Andrew	Mr. G. T. Lloyd
Mr. A. T. Babin	Mr. W. Logan
Mr. J. H. Backhouse	Mr. N. Macdonald
Mr. & Mrs. W. Becker	Mr. H. G. McKenzie
Mr. J. Benavides	Mr. A. McKee
Capt. A. H. Best	Dr. O. Marriott
Mr. V. F. Bettelheim	Mr. F. D. Barhall
Mr. E. M. Beytagh	Miss K. A. Massey
Mr. C. Bielt	Mr. J. McAlum
Mr. D. Blair	Mrs. McAlum
Mr. & Mrs. H. Brasseur	Mr. & Mrs. B. McGie
Mr. F. Breaker	Mr. E. Mendel-on
Mr. & Mrs. C. E. Brown	Mr. John Mevoti
Mr. C. Brown	Mrs. & Miss Woodruff